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

VOLUME 4

JUNE 2016

STATE CLEARINGHOUSE NO.: 2015121095

RS&H

THIS PAGE INTENTIONALLY LEFT BLANK

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

VOLUME 4

FINAL
June 2016
Burbank, California

State Clearinghouse No.:
2015121095

Prepared by RS&H, Inc. at the direction of the Burbank-Glendale-Pasadena Airport Authority

RS&H

THIS PAGE INTENTIONALLY LEFT BLANK

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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

****

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

****

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.260
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	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	101	0	7	95	413	0	0	286	62
Growth Adj:	1.00	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	101	0	7	95	413	0	0	286	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	101	0	7	95	413	0	0	286	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	7	95	413	0	0	286	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	7	95	413	0	0	286	62
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	1.64	0.36
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2342	508
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.07	0.14	0.00	0.00	0.12	0.12
Crit Volume:		0		101			95					174
Crit Moves:				****			****					****

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

****

Intersection #101 Clybourne & Sherman

****

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[12.6]

****

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	184	178	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	184	178	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	184	178	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	184	178	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:	362	360	xxxxx	xxxx	364	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	598	570	xxxxx	xxxx	567	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	448	501	xxxxx	xxxx	499	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	0.01	xxxx	xxxx	0.01	0.17	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.:	480	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:	12.6	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	B	*	*	*	*	A	*	*	*	*	*	*				
ApproachDel:	12.6			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): 0.6 Worst Case Level Of Service: B[11.8]

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:	10		0		0	0		18		14	0		475		0	0		308		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		18		14	0		475		0	0		308		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		18		14	0		475		0	0		308		17
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	10		0		0	0		18		14	0		475		0	0		308		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:	638	xxxx	xxxxx	xxxx		792		163	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	559	xxxx	xxxxx	xxxx		503		971	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	536	xxxx	xxxxx	xxxx		503		971	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.02	xxxx	xxxx	xxxx		0.04		0.01	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:	11.8	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		638	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		10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*		B	*	*	*	*	*	*							
ApproachDel:	11.8			10.9				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): 0.3 Worst Case Level Of Service: C[21.0]

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:	6	0	4	0	0	0	0	1031	51	24	261	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	4	0	0	0	0	1031	51	24	261	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	4	0	0	0	0	1031	51	24	261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	4	0	0	0	0	1031	51	24	261	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:	1210	1340	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1082	xxxx	xxxxx
Potent Cap.:	178	154	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	652	xxxx	xxxxx
Move Cap.:	173	148	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	652	xxxx	xxxxx
Volume/Cap:	0.03	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	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	235	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		21.0		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): 1.2 Worst Case Level Of Service: B[13.5]

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:	57	279		0		0	996		13		1		0		79		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:	57	279		0		0	996		13		1		0		79		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:	57	279		0		0	996		13		1		0		79		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	57	279		0		0	996		13		1		0		79		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:	1009	xxxx	xxxxx	xxxx	xxxx	xxxxx					1256		1396		505	xxxx	xxxx	xxxxx		
Potent Cap.:	695	xxxx	xxxxx	xxxx	xxxx	xxxxx					166		143		518	xxxx	xxxx	xxxxx		
Move Cap.:	695	xxxx	xxxxx	xxxx	xxxx	xxxxx					156		131		518	xxxx	xxxx	xxxxx		
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx					0.01		0.00		0.15	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	10.6	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	xxxxx					xxxx		503	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		0.6	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		13.5	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		B			*		*		
ApproachDel:	xxxxxx			xxxxxx							13.5					xxxxxx				
ApproachLOS:	*			*							B					*				

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):    154.4       Worst Case Level Of Service: F[393.7]
******************************************************************************
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  556   125    85 1001     0   192    0   945     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  556   125    85 1001     0   192    0   945     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  556   125    85 1001     0   192    0   945     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  556   125    85 1001     0   192    0   945     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   681 xxxx xxxxx  1449 xxxx   501  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   921 xxxx xxxxx   124 xxxx   521  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   921 xxxx xxxxx   115 xxxx   521  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.09 xxxx  xxxx  1.66 xxxx  1.81  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx  14.5 xxxx  59.0  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.3 xxxx xxxxx 399.0 xxxx 392.6 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            393.7           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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): 5.3 Worst Case Level Of Service: F[54.7]

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	852	117	0	1952	212	0	0	307	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	852	117	0	1952	212	0	0	307	0	0	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	852	117	0	1952	212	0	0	307	0	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	852	117	0	1952	212	0	0	307	0	0	167
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	757	xxxx	xxxx	426
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	355	xxxx	xxxx	582
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	355	xxxx	xxxx	582
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.87	xxxx	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.2	xxxx	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	54.7	xxxxx	xxxx	13.6
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			54.7			13.6		
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):	0.639
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

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	183	224	115	91	0	0	0	0	339	0	34
Growth Adj:	1.00	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	183	224	115	91	0	0	0	0	339	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	183	224	115	91	0	0	0	0	339	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	183	224	115	91	0	0	0	0	339	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	183	224	115	91	0	0	0	0	339	0	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.45	0.55	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	286	350	524	565	0	0	0	0	1454	-508	93
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.64	0.64	0.22	0.16	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.37
Crit Moves:		****		****								****
Delay/Veh:	0.0	17.5	17.5	11.1	10.0	0.0	0.0	0.0	0.0	13.1	13.3	13.3
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	17.5	17.5	11.1	10.0	0.0	0.0	0.0	0.0	13.1	13.3	13.3
LOS by Move:	*	C	C	B	A	*	*	*	*	B	B	B
ApproachDel:		17.5			10.6			xxxxxx			13.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		17.5			10.6			xxxxxx			13.0	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.6	1.6	1.6	0.3	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 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:	73	211	41	15	564	132	1	19	50	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:	73	211	41	15	564	132	1	19	50	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:	73	211	41	15	564	132	1	19	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	73	211	41	15	564	132	1	19	50	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	252	xxxx	xxxxx	912	1058	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1325	xxxx	xxxxx	277	227	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1325	xxxx	xxxxx	258	206	654	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.09	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	7.7	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	208	xxxx	409	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	24.2	xxxx	15.6	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.

****

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

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:	34	910	15	119	1025	69	107	196	115	31	292	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:	34	910	15	119	1025	69	107	196	115	31	292	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:	34	910	15	119	1025	69	107	196	115	31	292	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	910	15	119	1025	69	107	196	115	31	292	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	910	15	119	1025	69	107	196	115	31	292	200
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	2670	180	1425	1796	1054	1425	1691	1159
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.08	0.38	0.38	0.08	0.11	0.11	0.02	0.17	0.17
Crit Volume:		463			119			107			246	
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):	0.737
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	249	926	128	70	659	162	210	265	300	170	195	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:	249	926	128	70	659	162	210	265	300	170	195	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:	249	926	128	70	659	162	210	265	300	170	195	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	926	128	70	659	162	210	265	300	170	195	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:	249	926	128	70	659	162	210	265	300	170	195	103
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:	0.18	0.34	0.09	0.05	0.24	0.12	0.15	0.19	0.22	0.12	0.07	0.07
Crit Volume:	249				330			265		170		
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):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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	17	0	710	283	658	0	0	721	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	17	0	710	283	658	0	0	721	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	17	0	710	283	658	0	0	721	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	710	283	658	0	0	721	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	17	0	781	283	658	0	0	721	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	2803	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:		0				399	283					367
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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
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	61	1	116	72	347	0	0	678	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:	0	0	0	61	1	116	72	347	0	0	678	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:	0	0	0	61	1	116	72	347	0	0	678	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	1	116	72	347	0	0	678	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	67	1	116	72	347	0	0	678	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:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	1.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	1425	12	1413	1425	1425	0	0	2784	66
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.08	0.08	0.05	0.24	0.00	0.00	0.24	0.24
Crit Volume:	0					117	72					347
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):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	791	647	0	0	296	118	0	0	0	176	1	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	791	647	0	0	296	118	0	0	0	176	1	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	791	647	0	0	296	118	0	0	0	176	1	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	647	0	0	296	118	0	0	0	176	1	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	791	647	0	0	296	118	0	0	0	194	1	121
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	1748	9	1093
Capacity Analysis Module:												
Vol/Sat:	0.56	0.23	0.00	0.00	0.10	0.08	0.00	0.00	0.00	0.11	0.11	0.11
Crit Volume:	791				148			0		158		
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):	0.193
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:	49	0	35	0	0	0	0	393	157	11	452	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:	49	0	35	0	0	0	0	393	157	11	452	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	0	35	0	0	0	0	393	157	11	452	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	35	0	0	0	0	393	157	11	452	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	0	35	0	0	0	0	393	157	11	452	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	2.14	0.86	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3055	1220	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.13	0.13	0.01	0.16	0.00
Crit Volume:	49				0		0				226	
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):	0.200
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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:	123	0	18	0	0	0	0	275	155	63	336	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:	123	0	18	0	0	0	0	275	155	63	336	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	0	18	0	0	0	0	275	155	63	336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	18	0	0	0	0	275	155	63	336	0
PCE Adj:	1.00	1.00	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:	135	0	18	0	0	0	0	275	155	63	336	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	0.10	0.11	0.04	0.12	0.00
Crit Volume:	68				0				155	63		
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):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

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			Permitted			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	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	0	1901	5	12	1065	0	0	0	0	43	0	56
Growth Adj:	1.00	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	1901	5	12	1065	0	0	0	0	43	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1901	5	12	1065	0	0	0	0	43	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1901	5	12	1065	0	0	0	0	43	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1901	5	12	1065	0	0	0	0	43	0	56
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	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	2843	7	1425	4275	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.67	0.01	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		953			355		0					56
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):	0.837
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	D

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:	18	1572	42	58	1097	6	10	0	20	100	1	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1572	42	58	1097	6	10	0	20	100	1	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1572	42	58	1097	6	10	0	20	100	1	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1572	42	58	1097	6	10	0	20	100	1	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1572	42	58	1097	6	10	0	20	100	1	318
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	4252	23	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.57	0.57	0.04	0.26	0.26	0.01	0.00	0.01	0.07	0.00	0.22
Crit Volume:		807			58			10				318
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):	0.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

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:	110	1212	116	51	1018	137	201	42	142	166	59	137
Growth Adj:	1.00	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	1212	116	51	1018	137	201	42	142	166	59	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1212	116	51	1018	137	201	42	142	166	59	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1212	116	51	1018	137	201	42	142	166	59	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	110	1212	116	51	1018	137	221	42	142	166	59	137
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	0.30	0.70
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	414	961
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.08	0.04	0.37	0.10	0.08	0.03	0.10	0.12	0.14	0.14
Crit Volume:		606			51			111			196	
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):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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	1177	36	18	1333	22	77	7	57	80	29	158
Growth Adj:	1.00	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	1177	36	18	1333	22	77	7	57	80	29	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1177	36	18	1333	22	77	7	57	80	29	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1177	36	18	1333	22	77	7	57	80	29	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1177	36	18	1333	22	77	7	57	80	29	158
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	2765	85	1425	4206	69	1425	156	1269	1425	221	1204
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.32	0.32	0.05	0.04	0.04	0.06	0.13	0.13
Crit Volume:		607			18			77			187	
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):	1.164
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:	164	995	93	186	1184	412	236	845	114	113	1216	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:	164	995	93	186	1184	412	236	845	114	113	1216	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:	164	995	93	186	1184	412	236	845	114	113	1216	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	995	93	186	1184	412	236	845	114	113	1216	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	1.00	1.00	1.00
FinalVolume:	164	995	93	186	1184	412	236	845	114	113	1216	135
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	0.36	0.07	0.14	0.43	0.30	0.17	0.31	0.08	0.08	0.44	0.10
Crit Volume:	164				592		236				608	
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):	0.876
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:	83	908	136	152	751	126	176	647	24	173	709	128
Growth Adj:	1.00	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	908	136	152	751	126	176	647	24	173	709	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	908	136	152	751	126	176	647	24	173	709	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	908	136	152	751	126	176	647	24	173	709	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	908	136	152	751	126	176	647	24	173	709	128
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	2652	98	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.11	0.32	0.32	0.13	0.24	0.24	0.13	0.26	0.09
Crit Volume:		522			152			176			355	
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):	0.869
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	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:	109	941	128	198	683	196	146	631	96	137	761	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:	109	941	128	198	683	196	146	631	96	137	761	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:	109	941	128	198	683	196	146	631	96	137	761	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	941	128	198	683	196	146	631	96	137	761	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:	109	941	128	198	683	196	146	631	96	137	761	211
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	0.34	0.09	0.14	0.25	0.14	0.11	0.23	0.07	0.10	0.28	0.15
Crit Volume:	471			198			146			381		
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):	0.185
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	33	27	14	43	42	15	131	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	33	27	14	43	42	15	131	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	33	27	14	43	42	15	131	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	33	27	14	43	42	15	131	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	33	27	14	43	42	15	131	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	0.08	0.92	1.00	0.49	1.51	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	125	1375	1500	737	2263	1500	285	2487	228
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.02	0.02	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			14					79
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):	0.409
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	440	738	321	1500	1458	42	1500	1284	216
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.08	0.08	0.08	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:		378			37			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):	0.291
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

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	1	4	102	0	155	34	461	0	0	421	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	4	102	0	155	34	461	0	0	421	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	4	102	0	155	34	461	0	0	421	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	4	102	0	155	34	461	0	0	421	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	4	102	0	155	34	461	0	0	421	70
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:	0.29	0.14	0.57	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.71	0.29
Final Sat.:	429	214	857	1500	0	1500	1500	3000	0	1500	2572	428
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.02	0.15	0.00	0.00	0.16	0.16
Crit Volume:	2					155	34					246
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):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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			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:	561	515	0	0	492	94	195	0	175	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:	561	515	0	0	492	94	195	0	175	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:	561	515	0	0	492	94	195	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	515	0	0	492	94	195	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:	561	515	0	0	492	94	195	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:	0.39	0.36	0.00	0.00	0.35	0.07	0.14	0.00	0.00	0.00	0.00	0.00
Crit Volume:	561				492		195				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):	0.731
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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:	104	984	217	19	451	192	71	56	317	173	33	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:	104	984	217	19	451	192	71	56	317	173	33	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:	104	984	217	19	451	192	71	56	317	173	33	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	984	217	19	451	192	71	56	317	173	33	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:	104	984	217	19	451	192	71	56	317	173	33	29
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	2253	497	1375	1929	821	769	606	1375	1375	732	643
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.44	0.01	0.23	0.23	0.09	0.09	0.23	0.13	0.05	0.05
Crit Volume:			601	19					317	173		
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):	0.839
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	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:	57	902	98	200	654	86	84	610	46	126	409	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	902	98	200	654	86	84	610	46	126	409	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	902	98	200	654	86	84	610	46	126	409	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	902	98	200	654	86	84	610	46	126	409	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	902	98	200	654	86	84	610	46	126	409	327
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	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1375	2481	270	1375	2750	1375	1375	2557	193	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.15	0.24	0.06	0.06	0.24	0.24	0.09	0.15	0.24
Crit Volume:		500		200				328		126		
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):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

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	706	501	117	558	34	58	332	102	416	324	147
Growth Adj:	1.00	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	706	501	117	558	34	58	332	102	416	324	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	706	501	117	558	34	58	332	102	416	324	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	706	501	117	558	34	58	332	102	416	324	147
PCE Adj:	1.00	1.00	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	706	501	129	558	34	64	332	102	458	324	147
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	1.89	0.11	2.00	2.00	1.00	2.00	1.38	0.62
Final Sat.:	2750	2750	1375	2750	2592	158	2750	2750	1375	2750	1892	858
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.36	0.05	0.22	0.22	0.02	0.12	0.07	0.17	0.17	0.17
Crit Volume:		353			64			166			229	
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.355
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	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	66	0	11	101	336	0	0	508	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	66	0	11	101	336	0	0	508	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	66	0	11	101	336	0	0	508	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	11	101	336	0	0	508	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	66	0	11	101	336	0	0	508	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	1.50	0.50
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2135	715
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.07	0.12	0.00	0.00	0.24	0.24
Crit Volume:	0			66			101				339	
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[ 15.3]
******************************************************************************
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    6     0     0    2   226   262    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   226   262    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   226   262    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   226   262    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:  528  527 xxxxx  xxxx  530     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  464  459 xxxxx  xxxx  457  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    314  373 xxxxx  xxxx  372  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.02  xxxx  xxxx 0.01  0.21  0.16 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7   7.6 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.:  356 xxxx xxxxx  xxxx xxxx  1055  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 15.3 xxxx xxxxx xxxxx xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     C    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      15.3              8.8           xxxxxx           xxxxxx
ApproachLOS:         C                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): 0.3 Worst Case Level Of Service: B[11.9]

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	13		10		0	283		0		0	708		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:	5	0	0		0	13		10		0	283		0		0	708		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:	5	0	0		0	13		10		0	283		0		0	708		12		
Reduct Vol:	0	0	0		0	0		0		0	0		0		0	0		0		
FinalVolume:	5	0	0		0	13		10		0	283		0		0	708		12		
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:	644	xxxx	xxxxx		xxxx	997		360		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		
Potent Cap.:	556	xxxx	xxxxx		xxxx	428		842		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		
Move Cap.:	537	xxxx	xxxxx		xxxx	428		842		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		
Volume/Cap:	0.01	xxxx	xxxx		xxxx	0.03		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:	11.8	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		544		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		0.1		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		11.9		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		
Shared LOS:	*	*	*		*	*		B		*	*		*		*	*		*		
ApproachDel:	11.8					11.9				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): 1.1 Worst Case Level Of Service: B[13.2]

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:	40	0	39	0	0	0	0	424	14	6	501	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	0	39	0	0	0	0	424	14	6	501	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	39	0	0	0	0	424	14	6	501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	39	0	0	0	0	424	14	6	501	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:	687	937	212	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	xxxx	xxxxx
Potent Cap.:	385	267	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx
Move Cap.:	384	265	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx
Volume/Cap:	0.10	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	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	516	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	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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):      1.4       Worst Case Level Of Service: B[ 11.6]
******************************************************************************
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:      32  490     0     0  476     0    14    0    95     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:   32  490     0     0  476     0    14    0    95     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:    32  490     0     0  476     0    14    0    95     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32  490     0     0  476     0    14    0    95     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:  476 xxxx xxxxx  xxxx xxxx xxxxx   785 1030   238  xxxx xxxx xxxxx
Potent Cap.: 1097 xxxx xxxxx  xxxx xxxx xxxxx   334  235   769  xxxx xxxx xxxxx
Move Cap.:   1097 xxxx xxxxx  xxxx xxxx xxxxx   326  228   769  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.12  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.4 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  655 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.6 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.6           xxxxxx
ApproachLOS:         *                *                B                *
******************************************************************************
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):      5.7       Worst Case Level Of Service: C[ 23.6]
******************************************************************************
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 1348   359    62  433     0    54    0   598     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 1348   359    62  433     0    54    0   598     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 1348   359    62  433     0    54    0   598     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1348   359    62  433     0    54    0   598     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  1707 xxxx xxxxx  1231 xxxx   217  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   377 xxxx xxxxx   172 xxxx   794  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   377 xxxx xxxxx   151 xxxx   794  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.16 xxxx  xxxx  0.36 xxxx  0.75  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.6 xxxx xxxxx   1.5 xxxx   7.1  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  16.4 xxxx xxxxx  41.7 xxxx  22.0 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     E    *     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             23.6           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 #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[62.3]

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	1828	122	0	968	85	0	0	165	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	1828	122	0	968	85	0	0	165	0	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1828	122	0	968	85	0	0	165	0	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1828	122	0	968	85	0	0	165	0	0	238
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	365	xxxx	xxxx	914
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	638	xxxx	xxxx	279
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	638	xxxx	xxxx	279
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	0.85
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.0	xxxx	xxxx	7.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	62.3
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			12.6			62.3		
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):	0.519
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

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	102	225	204	101	0	0	0	0	333	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	102	225	204	101	0	0	0	0	333	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	102	225	204	101	0	0	0	0	333	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	225	204	101	0	0	0	0	333	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	102	225	204	101	0	0	0	0	333	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	0.31	0.69	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	196	433	537	579	0	0	0	0	1450	-505	86
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.52	0.52	0.38	0.17	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.36
Crit Moves:		****		****								****
Delay/Veh:	0.0	14.2	14.2	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.3	13.3
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	14.2	14.2	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.3	13.3
LOS by Move:	*	B	B	B	A	*	*	*	*	B	B	B
ApproachDel:		14.2			12.0			xxxxxx			12.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		14.2			12.0			xxxxxx			12.9	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	1.0	1.0	1.0	0.6	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 Worst Case Level Of Service: C[16.9]

****

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	324	17	4	326	17	2	46	16	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	324	17	4	326	17	2	46	16	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	324	17	4	326	17	2	46	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	324	17	4	326	17	2	46	16	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:	343	xxxx	xxxxx	341	xxxx	xxxxx	585	764	172	xxxx	xxxx	xxxxx
Potent Cap.:	1227	xxxx	xxxxx	1229	xxxx	xxxxx	447	336	849	xxxx	xxxx	xxxxx
Move Cap.:	1227	xxxx	xxxxx	1229	xxxx	xxxxx	435	324	849	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.14	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:	8.0	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	328	xxxx	386	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	17.9	xxxx	16.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.9			xxxxxx		
ApproachLOS:	*			*			C			*		

****

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

****

Existing Year 2016 with Project Conditions

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):	0.758
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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:	26	769	26	357	947	42	115	543	109	19	122	79
Growth Adj:	1.00	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	769	26	357	947	42	115	543	109	19	122	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	769	26	357	947	42	115	543	109	19	122	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	769	26	357	947	42	115	543	109	19	122	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	769	26	357	947	42	115	543	109	19	122	79
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	1.92	0.08	1.00	1.67	0.33	1.00	1.21	0.79
Final Sat.:	1425	2757	93	1425	2729	121	1425	2374	476	1425	1730	1120
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.25	0.35	0.35	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:		398		357				326			100	
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:	159	494	123	83	1075	164	113	196	411	116	115	34
Growth Adj:	1.00	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	494	123	83	1075	164	113	196	411	116	115	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	494	123	83	1075	164	113	196	411	116	115	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	494	123	83	1075	164	113	196	411	116	115	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	494	123	83	1075	164	113	196	411	116	115	34
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	0.39	0.12	0.08	0.14	0.30	0.08	0.04	0.02
Crit Volume:	0				538				411	116		
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):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

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	17	0	313	478	1158	0	0	345	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	17	0	313	478	1158	0	0	345	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	17	0	313	478	1158	0	0	345	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	313	478	1158	0	0	345	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	17	0	344	478	1158	0	0	345	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	134	0	2716	1425	2850	0	0	2793	57
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.34	0.41	0.00	0.00	0.12	0.12
Crit Volume:	0					181	478				176	
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):	0.573
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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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	63	41	365	0	0	383	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	0	63	41	365	0	0	383	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	63	41	365	0	0	383	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	63	41	365	0	0	383	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	63	41	365	0	0	383	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	0.00	1.00	1.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	1425	1425	1425	0	0	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.04	0.03	0.26	0.00	0.00	0.13	0.00
Crit Volume:	0					63		365		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):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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:	350	412	0	0	612	119	0	0	0	435	0	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:	350	412	0	0	612	119	0	0	0	435	0	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:	350	412	0	0	612	119	0	0	0	435	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	412	0	0	612	119	0	0	0	435	0	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	1.10	1.00	1.00
FinalVolume:	350	412	0	0	612	119	0	0	0	479	0	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	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	0.14	0.00	0.00	0.21	0.08	0.00	0.00	0.00	0.20	0.00	0.20
Crit Volume:	350				306			0		279		
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):	0.382
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:	117	0	116	0	0	0	0	940	319	7	300	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:	117	0	116	0	0	0	0	940	319	7	300	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	116	0	0	0	0	940	319	7	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	116	0	0	0	0	940	319	7	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	0	116	0	0	0	0	940	319	7	300	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	2.24	0.76	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3192	1083	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.11	0.00
Crit Volume:	117				0			420		7		
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):	0.367
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:	119	0	18	0	0	0	0	873	180	21	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:	119	0	18	0	0	0	0	873	180	21	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:	119	0	18	0	0	0	0	873	180	21	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	18	0	0	0	0	873	180	21	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:	131	0	18	0	0	0	0	873	180	21	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:	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.31	0.13	0.01	0.07	0.00
Crit Volume:	65				0			437		21		
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):	0.505
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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			Permitted			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	0 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	1	880	28	73	2127	0	0	0	1	8	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:	1	880	28	73	2127	0	0	0	1	8	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:	1	880	28	73	2127	0	0	0	1	8	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	880	28	73	2127	0	0	0	1	8	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	880	28	73	2127	0	0	0	1	8	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	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2762	88	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.50	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:	1				709				1	8		
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):	0.730
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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:	196	816	106	245	1735	127	100	4	182	42	4	54
Growth Adj:	1.00	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	816	106	245	1735	127	100	4	182	42	4	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	816	106	245	1735	127	100	4	182	42	4	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	816	106	245	1735	127	100	4	182	42	4	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	816	106	245	1735	127	100	4	182	42	4	54
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	2.80	0.20	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2522	328	1425	3983	292	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.32	0.17	0.44	0.44	0.07	0.00	0.13	0.03	0.00	0.04
Crit Volume:	196					621			182	42		
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):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

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:	0	926	155	146	1617	145	128	18	97	103	39	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	926	155	146	1617	145	128	18	97	103	39	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	926	155	146	1617	145	128	18	97	103	39	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	926	155	146	1617	145	128	18	97	103	39	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	926	155	146	1617	145	141	18	97	103	39	69
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	497	878
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.11	0.11	0.59	0.11	0.05	0.01	0.07	0.07	0.08	0.08
Crit Volume:	0				809				97	103		
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):	0.562
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	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:	52	984	25	17	1710	31	80	10	38	0	24	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	984	25	17	1710	31	80	10	38	0	24	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	984	25	17	1710	31	80	10	38	0	24	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	984	25	17	1710	31	80	10	38	0	24	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	984	25	17	1710	31	80	10	38	0	24	64
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	2.95	0.05	1.00	0.21	0.79	1.00	0.27	0.73
Final Sat.:	1425	2779	71	1425	4199	76	1425	297	1128	1425	389	1036
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.41	0.41	0.06	0.03	0.03	0.00	0.06	0.06
Crit Volume:	52				580		80				88	
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):	1.061
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	860	74	200	1463	157	273	1046	239	124	652	194
Growth Adj:	1.00	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	860	74	200	1463	157	273	1046	239	124	652	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	860	74	200	1463	157	273	1046	239	124	652	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	860	74	200	1463	157	273	1046	239	124	652	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	860	74	200	1463	157	273	1046	239	124	652	194
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	0.31	0.05	0.15	0.53	0.11	0.20	0.38	0.17	0.09	0.24	0.14
Crit Volume:	81				732			523		124		
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):	0.882
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:	44	645	77	191	1257	90	149	583	53	177	492	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:	44	645	77	191	1257	90	149	583	53	177	492	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:	44	645	77	191	1257	90	149	583	53	177	492	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	645	77	191	1257	90	149	583	53	177	492	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:	44	645	77	191	1257	90	149	583	53	177	492	81
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	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1375	2457	293	1375	2566	184	1375	2521	229	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.14	0.49	0.49	0.11	0.23	0.23	0.13	0.18	0.06
Crit Volume:	44				674			318		177		
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):	0.854
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	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:	70	640	82	235	1332	93	108	609	125	134	409	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	640	82	235	1332	93	108	609	125	134	409	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	640	82	235	1332	93	108	609	125	134	409	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	640	82	235	1332	93	108	609	125	134	409	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	640	82	235	1332	93	108	609	125	134	409	124
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	0.23	0.06	0.17	0.48	0.07	0.08	0.22	0.09	0.10	0.15	0.09
Crit Volume:	70				666			305		134		
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):	0.166
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	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:	29	16	16	14	44	7	19	106	141	21	53	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:	29	16	16	14	44	7	19	106	141	21	53	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:	29	16	16	14	44	7	19	106	141	21	53	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	16	16	14	44	7	19	106	141	21	53	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:	29	16	16	14	44	7	19	106	141	21	53	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:	0.64	0.36	1.00	0.24	0.76	1.00	0.30	1.70	1.00	0.49	1.23	0.28
Final Sat.:	967	533	1500	362	1138	1500	456	2544	1500	733	1849	419
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.04	0.04	0.00	0.04	0.04	0.09	0.03	0.03	0.03
Crit Volume:	29				58				141	21		
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):	0.447
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	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:	44	44	32	63	198	15	150	152	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:	44	44	32	63	198	15	150	152	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:	44	44	32	63	198	15	150	152	28	171	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	44	32	63	198	15	150	152	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:	44	44	32	63	198	15	150	152	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.:	550	550	400	342	1076	82	1500	1267	233	1500	1237	263
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.18	0.18	0.18	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	44				276				180	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):	0.258
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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	50	1	69	110	273	0	7	351	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	1	69	110	273	0	7	351	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	1	69	110	273	0	7	351	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	1	69	110	273	0	7	351	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	1	69	110	273	0	7	351	64
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	0.83	0.17	1.00	1.00	2.00	0.00	1.00	1.69	0.31
Final Sat.:	0	1500	0	1250	250	1500	1500	3000	0	1500	2537	463
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.05	0.07	0.09	0.00	0.00	0.14	0.14
Crit Volume:	0					69	110					208
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):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

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:	281	251	0	0	443	74	265	0	283	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:	281	251	0	0	443	74	265	0	283	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:	281	251	0	0	443	74	265	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	251	0	0	443	74	265	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:	281	251	0	0	443	74	265	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	0.31	0.05	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	281				443		265				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):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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:	82	435	225	33	446	245	51	56	394	255	80	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:	82	435	225	33	446	245	51	56	394	255	80	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:	82	435	225	33	446	245	51	56	394	255	80	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	435	225	33	446	245	51	56	394	255	80	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	435	225	33	446	245	51	56	394	255	80	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	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	1813	938	1375	1775	975	655	720	1375	1375	866	509
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.02	0.25	0.25	0.08	0.08	0.29	0.19	0.09	0.09
Crit Volume:	0				346				394	255		
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):	0.703
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	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:	44	561	67	165	852	100	56	542	75	179	537	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	561	67	165	852	100	56	542	75	179	537	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	561	67	165	852	100	56	542	75	179	537	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	561	67	165	852	100	56	542	75	179	537	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	561	67	165	852	100	56	542	75	179	537	130
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	2457	293	1375	2750	1375	1375	2416	334	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.12	0.31	0.07	0.04	0.22	0.22	0.13	0.20	0.09
Crit Volume:		314		165				309		179		
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):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

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:	98	557	364	99	803	65	56	177	125	248	246	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:	98	557	364	99	803	65	56	177	125	248	246	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:	98	557	364	99	803	65	56	177	125	248	246	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	557	364	99	803	65	56	177	125	248	246	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	108	557	364	109	803	65	62	177	125	273	246	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:	2.00	2.00	1.00	2.00	1.85	0.15	2.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	2750	2750	1375	2750	2544	206	2750	2750	1375	2750	2317	433
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.26	0.04	0.32	0.32	0.02	0.06	0.09	0.10	0.11	0.11
Crit Volume:	54				434				125	136		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.210
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	101	0	0	8	396	0	0	255	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	101	0	0	8	396	0	0	255	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	101	0	0	8	396	0	0	255	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	0	8	396	0	0	255	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:	0	0	0	101	0	0	8	396	0	0	255	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	1.00	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	2202	648
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.01	0.14	0.00	0.00	0.12	0.12
Crit Volume:	0			101				198		0		
Crit Moves:				****				****		****		

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

Intersection #101 Clybourne & Sherman

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[12.6]

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	184	178	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	184	178	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	184	178	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	184	178	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:	362	360	xxxxx	xxxx	364	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	598	570	xxxxx	xxxx	567	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	448	501	xxxxx	xxxx	499	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	0.01	xxxx	xxxx	0.01	0.17	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.:	480	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:	12.6	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	B	*	*	*	*	A	*	*	*	*	*	*		
ApproachDel:	12.6			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): 0.6 Worst Case Level Of Service: B[11.8]

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:	10	0	0		0	18	14		0	475	0		0	308	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	18	14		0	475	0		0	308	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	18	14		0	475	0		0	308	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	10	0	0		0	18	14		0	475	0		0	308	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:	638	xxxx	xxxxx	xxxx	792	163	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	559	xxxx	xxxxx	xxxx	503	971	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	536	xxxx	xxxxx	xxxx	503	971	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	0.04	0.01	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:	11.8	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	638	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	10.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*				
ApproachDel:	11.8			10.9			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): 0.5 Worst Case Level Of Service: C[24.1]

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:	14	0	4	0	0	0	0	1022	60	24	253	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:	14	0	4	0	0	0	0	1022	60	24	253	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	4	0	0	0	0	1022	60	24	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	0	4	0	0	0	0	1022	60	24	253	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:	1197	1323	511	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1082	xxxx	xxxxx
Potent Cap.:	182	158	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	652	xxxx	xxxxx
Move Cap.:	176	152	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	652	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	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	207	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	24.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		24.1		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): 2.2 Worst Case Level Of Service: B[14.7]

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:	121	271		0		0	987		13		1		0		139		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:	121	271		0		0	987		13		1		0		139		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:	121	271		0		0	987		13		1		0		139		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	121	271		0		0	987		13		1		0		139		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:	1000	xxxx	xxxxx	xxxx	xxxx	xxxxx					1371		1507		500	xxxx	xxxx	xxxxx		
Potent Cap.:	700	xxxx	xxxxx	xxxx	xxxx	xxxxx					140		122		522	xxxx	xxxx	xxxxx		
Move Cap.:	700	xxxx	xxxxx	xxxx	xxxx	xxxxx					121		101		522	xxxx	xxxx	xxxxx		
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	xxxx					0.01		0.00		0.27	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	11.2	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	510	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	B	*		*	*	*							
ApproachDel:	xxxxxx			xxxxxx			14.7			xxxxxx										
ApproachLOS:	*			*			B			*										

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):    154.4       Worst Case Level Of Service: F[393.7]
******************************************************************************
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  556   125    85 1001     0   192    0   945     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  556   125    85 1001     0   192    0   945     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  556   125    85 1001     0   192    0   945     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  556   125    85 1001     0   192    0   945     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   681 xxxx xxxxx  1449 xxxx   501  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   921 xxxx xxxxx   124 xxxx   521  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   921 xxxx xxxxx   115 xxxx   521  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.09 xxxx  xxxx  1.66 xxxx  1.81  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx  14.5 xxxx  59.0  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.3 xxxx xxxxx 399.0 xxxx 392.6 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            393.7           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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): 6.5 Worst Case Level Of Service: F[64.7]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	834	137	0	1933	231	0	0	325	0	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	834	137	0	1933	231	0	0	325	0	0	185
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	760	xxxx	xxxx	417
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	353	xxxx	xxxx	590
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	353	xxxx	xxxx	590
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.92	xxxx	xxxx	0.31
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	9.4	xxxx	xxxx	1.3
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	64.7	xxxxx	xxxx	13.9
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			64.7			13.9		
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):	0.639
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

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	183	224	115	91	0	0	0	0	339	0	34
Growth Adj:	1.00	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	183	224	115	91	0	0	0	0	339	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	183	224	115	91	0	0	0	0	339	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	183	224	115	91	0	0	0	0	339	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	183	224	115	91	0	0	0	0	339	0	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.45	0.55	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	286	350	524	565	0	0	0	0	1454	-508	93
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.64	0.64	0.22	0.16	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.37
Crit Moves:		****		****								****
Delay/Veh:	0.0	17.5	17.5	11.1	10.0	0.0	0.0	0.0	0.0	13.1	13.3	13.3
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	17.5	17.5	11.1	10.0	0.0	0.0	0.0	0.0	13.1	13.3	13.3
LOS by Move:	*	C	C	B	A	*	*	*	*	B	B	B
ApproachDel:		17.5			10.6			xxxxxx			13.0	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		17.5			10.6			xxxxxx			13.0	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.6	1.6	1.6	0.3	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 Worst Case Level Of Service: C[18.0]

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:	76	228	41	15	580	132	1	19	53	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:	76	228	41	15	580	132	1	19	53	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:	76	228	41	15	580	132	1	19	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	228	41	15	580	132	1	19	53	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:	712	xxxx	xxxxx	269	xxxx	xxxxx	942	1097	356	xxxx	xxxx	xxxxx
Potent Cap.:	897	xxxx	xxxxx	1306	xxxx	xxxxx	265	215	646	xxxx	xxxx	xxxxx
Move Cap.:	897	xxxx	xxxxx	1306	xxxx	xxxxx	246	194	646	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	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:	9.4	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	196	xxxx	400	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	25.4	xxxx	16.0	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	D	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.0			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):	0.656
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

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:	34	910	15	119	1025	69	107	196	115	31	292	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:	34	910	15	119	1025	69	107	196	115	31	292	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:	34	910	15	119	1025	69	107	196	115	31	292	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	910	15	119	1025	69	107	196	115	31	292	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	910	15	119	1025	69	107	196	115	31	292	200
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	2670	180	1425	1796	1054	1425	1691	1159
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.08	0.38	0.38	0.08	0.11	0.11	0.02	0.17	0.17
Crit Volume:		463			119			107			246	
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):	0.737
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	249	926	128	70	659	162	210	265	300	170	195	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:	249	926	128	70	659	162	210	265	300	170	195	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:	249	926	128	70	659	162	210	265	300	170	195	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	926	128	70	659	162	210	265	300	170	195	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:	249	926	128	70	659	162	210	265	300	170	195	103
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:	0.18	0.34	0.09	0.05	0.24	0.12	0.15	0.19	0.22	0.12	0.07	0.07
Crit Volume:	249				330			265		170		
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):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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	17	0	710	283	658	0	0	721	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	17	0	710	283	658	0	0	721	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	17	0	710	283	658	0	0	721	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	710	283	658	0	0	721	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	17	0	781	283	658	0	0	721	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	2803	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:		0				399	283					367
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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
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	0	1	112	68	351	0	0	682	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	112	68	351	0	0	682	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	112	68	351	0	0	682	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1	112	68	351	0	0	682	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	112	68	351	0	0	682	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	13	1412	1425	1425	0	0	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.08	0.08	0.05	0.25	0.00	0.00	0.24	0.00
Crit Volume:	0					113	68				341	
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):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	791	647	0	0	296	118	0	0	0	176	1	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	791	647	0	0	296	118	0	0	0	176	1	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	791	647	0	0	296	118	0	0	0	176	1	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	647	0	0	296	118	0	0	0	176	1	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	791	647	0	0	296	118	0	0	0	194	1	121
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	1748	9	1093
Capacity Analysis Module:												
Vol/Sat:	0.56	0.23	0.00	0.00	0.10	0.08	0.00	0.00	0.00	0.11	0.11	0.11
Crit Volume:	791				148			0		158		
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:	64	0	35	0	0	0	0	422	174	11	480	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:	64	0	35	0	0	0	0	422	174	11	480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	0	35	0	0	0	0	422	174	11	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	35	0	0	0	0	422	174	11	480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	0	35	0	0	0	0	422	174	11	480	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	3027	1248	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.17	0.00
Crit Volume:	64				0		0				240	
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):	0.217
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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:	138	0	18	0	0	0	0	289	171	63	349	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:	138	0	18	0	0	0	0	289	171	63	349	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	0	18	0	0	0	0	289	171	63	349	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	0	18	0	0	0	0	289	171	63	349	0
PCE Adj:	1.00	1.00	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:	152	0	18	0	0	0	0	289	171	63	349	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	0.10	0.12	0.04	0.12	0.00
Crit Volume:	76				0				171	63		
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):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

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			Permitted			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	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	0	1900	5	12	1067	0	0	0	0	43	0	56
Growth Adj:	1.00	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	1900	5	12	1067	0	0	0	0	43	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1900	5	12	1067	0	0	0	0	43	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1900	5	12	1067	0	0	0	0	43	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1900	5	12	1067	0	0	0	0	43	0	56
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	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	2843	7	1425	4275	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.67	0.01	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		952			356		0					56
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):	0.865
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	D

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:	156	1490	42	58	1021	84	91	2	161	100	3	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1490	42	58	1021	84	91	2	161	100	3	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1490	42	58	1021	84	91	2	161	100	3	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1490	42	58	1021	84	91	2	161	100	3	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1490	42	58	1021	84	91	2	161	100	3	318
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	2.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2772	78	1425	3950	325	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.54	0.04	0.26	0.26	0.06	0.00	0.11	0.07	0.00	0.22
Crit Volume:		766			58			91				318
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):	0.727
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

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:	15	1327	116	77	1141	53	116	15	45	166	32	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1327	116	77	1141	53	116	15	45	166	32	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1327	116	77	1141	53	116	15	45	166	32	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1327	116	77	1141	53	116	15	45	166	32	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	15	1327	116	77	1141	53	128	15	45	166	32	163
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	0.16	0.84
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	226	1149
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.08	0.06	0.41	0.04	0.05	0.01	0.03	0.12	0.14	0.14
Crit Volume:		664			77			64				195
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):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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	1213	0	18	1348	34	89	7	57	41	29	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1213	0	18	1348	34	89	7	57	41	29	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1213	0	18	1348	34	89	7	57	41	29	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1213	0	18	1348	34	89	7	57	41	29	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1213	0	18	1348	34	89	7	57	41	29	130
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	0.18	0.82
Final Sat.:	1425	2850	0	1425	4170	105	1425	156	1269	1425	260	1165
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.00	0.01	0.32	0.32	0.06	0.04	0.04	0.03	0.11	0.11
Crit Volume:		607			18			89			159	
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):	1.164
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:	164	995	93	186	1184	412	236	845	114	113	1216	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:	164	995	93	186	1184	412	236	845	114	113	1216	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:	164	995	93	186	1184	412	236	845	114	113	1216	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	995	93	186	1184	412	236	845	114	113	1216	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	1.00	1.00	1.00
FinalVolume:	164	995	93	186	1184	412	236	845	114	113	1216	135
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	0.36	0.07	0.14	0.43	0.30	0.17	0.31	0.08	0.08	0.44	0.10
Crit Volume:	164				592		236				608	
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):	0.876
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:	83	908	136	152	751	126	176	647	24	173	709	128
Growth Adj:	1.00	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	908	136	152	751	126	176	647	24	173	709	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	908	136	152	751	126	176	647	24	173	709	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	908	136	152	751	126	176	647	24	173	709	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	908	136	152	751	126	176	647	24	173	709	128
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	2652	98	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.11	0.32	0.32	0.13	0.24	0.24	0.13	0.26	0.09
Crit Volume:		522			152			176			355	
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):	0.869
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	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:	109	941	128	198	683	196	146	631	96	137	761	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:	109	941	128	198	683	196	146	631	96	137	761	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:	109	941	128	198	683	196	146	631	96	137	761	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	941	128	198	683	196	146	631	96	137	761	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:	109	941	128	198	683	196	146	631	96	137	761	211
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	0.34	0.09	0.14	0.25	0.14	0.11	0.23	0.07	0.10	0.28	0.15
Crit Volume:	471			198			146			381		
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):	0.185
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	33	27	14	45	42	15	133	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	33	27	14	45	42	15	133	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	33	27	14	45	42	15	133	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	33	27	14	45	42	15	133	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	33	27	14	45	42	15	133	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	0.08	0.92	1.00	0.47	1.53	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	125	1375	1500	712	2288	1500	281	2494	225
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.02	0.02	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			14			80		
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):	0.409
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	440	738	321	1500	1457	43	1500	1283	217
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.08	0.08	0.08	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:	378			37			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):	0.286
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

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	1	4	102	0	155	34	446	0	0	407	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	4	102	0	155	34	446	0	0	407	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	4	102	0	155	34	446	0	0	407	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	4	102	0	155	34	446	0	0	407	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	4	102	0	155	34	446	0	0	407	70
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:	0.29	0.14	0.57	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.71	0.29
Final Sat.:	429	214	857	1500	0	1500	1500	3000	0	1500	2560	440
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.02	0.15	0.00	0.00	0.16	0.16
Crit Volume:	2					155	34					239
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):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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			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:	561	515	0	0	492	94	195	0	175	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:	561	515	0	0	492	94	195	0	175	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:	561	515	0	0	492	94	195	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	515	0	0	492	94	195	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:	561	515	0	0	492	94	195	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:	0.39	0.36	0.00	0.00	0.35	0.07	0.14	0.00	0.00	0.00	0.00	0.00
Crit Volume:	561				492		195				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):	0.731
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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:	104	984	217	19	451	192	71	56	317	173	33	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:	104	984	217	19	451	192	71	56	317	173	33	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:	104	984	217	19	451	192	71	56	317	173	33	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	984	217	19	451	192	71	56	317	173	33	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:	104	984	217	19	451	192	71	56	317	173	33	29
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	2253	497	1375	1929	821	769	606	1375	1375	732	643
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.44	0.01	0.23	0.23	0.09	0.09	0.23	0.13	0.05	0.05
Crit Volume:			601	19					317	173		
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):	0.843
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	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:	57	899	98	200	651	89	87	623	46	126	421	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	899	98	200	651	89	87	623	46	126	421	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	899	98	200	651	89	87	623	46	126	421	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	899	98	200	651	89	87	623	46	126	421	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	899	98	200	651	89	87	623	46	126	421	327
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	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1375	2480	270	1375	2750	1375	1375	2561	189	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.15	0.24	0.06	0.06	0.24	0.24	0.09	0.15	0.24
Crit Volume:			499	200					335	126		
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):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

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	706	501	117	558	32	56	319	102	416	312	147
Growth Adj:	1.00	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	706	501	117	558	32	56	319	102	416	312	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	706	501	117	558	32	56	319	102	416	312	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	706	501	117	558	32	56	319	102	416	312	147
PCE Adj:	1.00	1.00	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	706	501	129	558	32	62	319	102	458	312	147
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	1.89	0.11	2.00	2.00	1.00	2.00	1.36	0.64
Final Sat.:	2750	2750	1375	2750	2601	149	2750	2750	1375	2750	1869	881
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.36	0.05	0.21	0.21	0.02	0.12	0.07	0.17	0.17	0.17
Crit Volume:		353			64			160			229	
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.296
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	66	0	0	24	321	0	0	484	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	0	0	66	0	0	24	321	0	0	484	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	0	0	66	0	0	24	321	0	0	484	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	0	24	321	0	0	484	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	66	0	0	24	321	0	0	484	180
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	1.46	0.54
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2077	773
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.02	0.11	0.00	0.00	0.23	0.23
Crit Volume:	0			66			24					332
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[15.3]

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	6	0	0	2	226	262	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	1.00	
Initial Bse:	2	6	0	0	2	226	262	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	1.00	
PHF Adj:	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	6	0	0	2	226	262	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	226	262	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:	528	527	xxxxx	xxxx	530	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	464	459	xxxxx	xxxx	457	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	314	373	xxxxx	xxxx	372	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	0.02	xxxx	xxxx	0.01	0.21	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	7.6	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.:	356	xxxx	xxxxx	xxxx	xxxx	1055	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	15.3	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	C	*	*	*	*	A	*	*	*	*	*	*	
ApproachDel:	15.3			8.8			xxxxxx			xxxxxx			
ApproachLOS:	C			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): 0.3 Worst Case Level Of Service: B[11.9]

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		13		10		0	283		0		0	708		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:	5	0		0		0		13		10		0	283		0		0	708		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:	5	0		0		0		13		10		0	283		0		0	708		12
Reduct Vol:	0	0		0		0		0		0		0	0		0		0	0		0
FinalVolume:	5	0		0		0		13		10		0	283		0		0	708		12
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:	644	xxxx		xxxxx		xxxx		997		360		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Potent Cap.:	556	xxxx		xxxxx		xxxx		428		842		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Move Cap.:	537	xxxx		xxxxx		xxxx		428		842		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Volume/Cap:	0.01	xxxx		xxxx		xxxx		0.03		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:	11.8	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		544		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		0.1		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx		xxxx		11.9		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx
Shared LOS:	*	*		*		*		*		B		*	*		*		*	*		*
ApproachDel:	11.8					11.9						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): 1.2 Worst Case Level Of Service: B[13.5]

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:	47	0	39	0	0	0	0	417	21	6	494	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	0	39	0	0	0	0	417	21	6	494	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	39	0	0	0	0	417	21	6	494	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	47	0	39	0	0	0	0	417	21	6	494	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:	676	923	209	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	xxxx	xxxxx
Potent Cap.:	391	272	804	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx
Move Cap.:	390	270	804	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1133	xxxx	xxxxx
Volume/Cap:	0.12	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	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	509	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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): 2.2 Worst Case Level Of Service: B[12.1]

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:	81	483	0	0	469	0	14	0	148	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:	81	483	0	0	469	0	14	0	148	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:	81	483	0	0	469	0	14	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	483	0	0	469	0	14	0	148	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:	469	xxxx	xxxxx	xxxx	xxxx	xxxxx	873	1114	235	xxxx	xxxx	xxxxx
Potent Cap.:	1103	xxxx	xxxxx	xxxx	xxxx	xxxxx	294	210	773	xxxx	xxxx	xxxxx
Move Cap.:	1103	xxxx	xxxxx	xxxx	xxxx	xxxxx	277	195	773	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.19	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	670	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.1			xxxxxx		
ApproachLOS:	*			*			B			*		

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): 5.7 Worst Case Level Of Service: C[23.6]

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	1348		359		62	433		0		54		0	598		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	1348		359		62	433		0		54		0	598		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	1348		359		62	433		0		54		0	598		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	1348		359		62	433		0		54		0	598		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		1707	xxxx		xxxxx		1231		xxxx	217		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		377	xxxx		xxxxx		172		xxxx	794		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		377	xxxx		xxxxx		151		xxxx	794		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.16	xxxx		xxxx		0.36		xxxx	0.75		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		1.5		xxxx	7.1		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		16.4	xxxx		xxxxx		41.7		xxxx	22.0		xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		C	*		*		E		*	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					23.6					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 #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 5.9 Worst Case Level Of Service: F[70.1]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1812	137	0	953	100	0	0	182	0	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1812	137	0	953	100	0	0	182	0	0	254
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	368	xxxx	xxxx	906
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	635	xxxx	xxxx	283
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	635	xxxx	xxxx	283
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	0.90
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2	xxxx	xxxx	8.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.9	xxxxx	xxxx	70.1
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			12.9			70.1		
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):	0.519
Loss Time (sec):	0	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

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	102	225	204	101	0	0	0	0	333	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	102	225	204	101	0	0	0	0	333	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	102	225	204	101	0	0	0	0	333	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	225	204	101	0	0	0	0	333	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	102	225	204	101	0	0	0	0	333	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	0.31	0.69	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	196	433	537	579	0	0	0	0	1450	-505	86
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.52	0.52	0.38	0.17	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.36
Crit Moves:		****		****								****
Delay/Veh:	0.0	14.2	14.2	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.3	13.3
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	14.2	14.2	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.3	13.3
LOS by Move:	*	B	B	B	A	*	*	*	*	B	B	B
ApproachDel:		14.2			12.0			xxxxxx			12.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		14.2			12.0			xxxxxx			12.9	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	1.0	1.0	1.0	0.6	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 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:	42	337	17	4	340	17	2	46	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:	42	337	17	4	340	17	2	46	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:	42	337	17	4	340	17	2	46	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	337	17	4	340	17	2	46	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:	357	xxxx	xxxxx	354	xxxx	xxxxx	609	795	179	xxxx	xxxx	xxxxx
Potent Cap.:	1213	xxxx	xxxxx	1216	xxxx	xxxxx	431	323	840	xxxx	xxxx	xxxxx
Move Cap.:	1213	xxxx	xxxxx	1216	xxxx	xxxxx	419	311	840	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.15	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	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	314	xxxx	377	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	18.5	xxxx	16.5	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.

Existing Year 2016 with Project Conditions

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):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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:	26	769	26	357	947	42	115	547	109	19	124	79
Growth Adj:	1.00	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	769	26	357	947	42	115	547	109	19	124	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	769	26	357	947	42	115	547	109	19	124	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	769	26	357	947	42	115	547	109	19	124	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	769	26	357	947	42	115	547	109	19	124	79
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	1.92	0.08	1.00	1.67	0.33	1.00	1.22	0.78
Final Sat.:	1425	2757	93	1425	2729	121	1425	2376	474	1425	1741	1109
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.25	0.35	0.35	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:		398		357				328			101	
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):	0.775
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:	158	493	125	84	1074	164	113	197	410	118	116	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:	158	493	125	84	1074	164	113	197	410	118	116	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:	158	493	125	84	1074	164	113	197	410	118	116	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	493	125	84	1074	164	113	197	410	118	116	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:	158	493	125	84	1074	164	113	197	410	118	116	35
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:	0.11	0.18	0.09	0.06	0.39	0.12	0.08	0.14	0.30	0.09	0.04	0.03
Crit Volume:	0				537				410	118		
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):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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	17	0	303	462	1158	0	0	345	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	17	0	303	462	1158	0	0	345	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	17	0	303	462	1158	0	0	345	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	303	462	1158	0	0	345	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	17	0	333	462	1158	0	0	345	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	138	0	2712	1425	2850	0	0	2793	57
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.32	0.41	0.00	0.00	0.12	0.12
Crit Volume:	0					175	462				176	
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):	0.574
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	1013	33	2	207	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	1013	33	2	207	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	1013	33	2	207	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	82	8	196	239	1013	33	2	207	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	1013	33	2	207	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	2646	204
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			523			111	
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):	0.319
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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	142	0	70	48	342	0	0	346	76
Growth Adj:	1.00	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	142	0	70	48	342	0	0	346	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	142	0	70	48	342	0	0	346	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	70	48	342	0	0	346	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	156	0	70	48	342	0	0	346	76
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	1.64	0.36
Final Sat.:	0	0	0	1968	0	882	1425	1425	0	0	2337	513
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.03	0.24	0.00	0.00	0.15	0.15
Crit Volume:	0					113		342		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):	0.659
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	350	413	0	0	613	119	0	0	0	442	0	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:	350	413	0	0	613	119	0	0	0	442	0	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:	350	413	0	0	613	119	0	0	0	442	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	413	0	0	613	119	0	0	0	442	0	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	1.10	1.00	1.00
FinalVolume:	350	413	0	0	613	119	0	0	0	486	0	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	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.71	0.01	0.28
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2447	0	403
Capacity Analysis Module:												
Vol/Sat:	0.25	0.14	0.00	0.00	0.22	0.08	0.00	0.00	0.00	0.20	0.00	0.20
Crit Volume:	350				307			0				283
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):	0.370
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:	98	0	116	0	0	0	0	907	305	7	265	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:	98	0	116	0	0	0	0	907	305	7	265	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	116	0	0	0	0	907	305	7	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	116	0	0	0	0	907	305	7	265	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	0	116	0	0	0	0	907	305	7	265	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	2.25	0.75	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3199	1076	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.09	0.00
Crit Volume:			116		0			404		7		
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):	0.354
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	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:	101	0	18	0	0	0	0	857	162	21	173	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:	101	0	18	0	0	0	0	857	162	21	173	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	18	0	0	0	0	857	162	21	173	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	18	0	0	0	0	857	162	21	173	0
PCE Adj:	1.00	1.00	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:	111	0	18	0	0	0	0	857	162	21	173	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	0.11	0.01	0.06	0.00
Crit Volume:	56				0			429		21		
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):	0.509
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

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			Permitted			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	0 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	1	889	28	73	2148	0	0	0	1	8	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:	1	889	28	73	2148	0	0	0	1	8	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:	1	889	28	73	2148	0	0	0	1	8	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	889	28	73	2148	0	0	0	1	8	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	889	28	73	2148	0	0	0	1	8	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	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2763	87	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.50	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:	1				716				1	8		
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):	0.574
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

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	921	106	245	1849	34	5	1	0	42	2	54
Growth Adj:	1.00	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	921	106	245	1849	34	5	1	0	42	2	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	921	106	245	1849	34	5	1	0	42	2	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	921	106	245	1849	34	5	1	0	42	2	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	921	106	245	1849	34	5	1	0	42	2	54
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	2556	294	1425	4198	77	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.17	0.44	0.44	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			514	245			5					54
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):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	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:	96	788	155	119	1488	216	193	46	201	103	67	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	788	155	119	1488	216	193	46	201	103	67	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	788	155	119	1488	216	193	46	201	103	67	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	788	155	119	1488	216	193	46	201	103	67	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	788	155	119	1488	216	212	46	201	103	67	42
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:	0.07	0.29	0.11	0.09	0.54	0.16	0.08	0.03	0.15	0.07	0.08	0.08
Crit Volume:	96				744				201	103		
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:	52	932	83	17	1697	19	68	10	38	55	24	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	932	83	17	1697	19	68	10	38	55	24	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	932	83	17	1697	19	68	10	38	55	24	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	932	83	17	1697	19	68	10	38	55	24	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	932	83	17	1697	19	68	10	38	55	24	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.97	0.03	1.00	0.21	0.79	1.00	0.19	0.81
Final Sat.:	1425	2617	233	1425	4228	47	1425	297	1128	1425	271	1154
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.40	0.40	0.05	0.03	0.03	0.04	0.09	0.09
Crit Volume:	52				572		68				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):	1.063
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	865	74	200	1466	157	273	1046	239	124	652	194
Growth Adj:	1.00	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	865	74	200	1466	157	273	1046	239	124	652	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	865	74	200	1466	157	273	1046	239	124	652	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	865	74	200	1466	157	273	1046	239	124	652	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	865	74	200	1466	157	273	1046	239	124	652	194
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	0.31	0.05	0.15	0.53	0.11	0.20	0.38	0.17	0.09	0.24	0.14
Crit Volume:	81				733			523		124		
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):	0.883
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:	44	650	77	191	1260	90	149	583	53	177	492	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:	44	650	77	191	1260	90	149	583	53	177	492	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:	44	650	77	191	1260	90	149	583	53	177	492	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	650	77	191	1260	90	149	583	53	177	492	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:	44	650	77	191	1260	90	149	583	53	177	492	81
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	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1375	2459	291	1375	2567	183	1375	2521	229	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.14	0.49	0.49	0.11	0.23	0.23	0.13	0.18	0.06
Crit Volume:	44					675		318		177		
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):	0.855
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	158	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:	70	645	82	235	1335	93	108	609	125	134	409	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	645	82	235	1335	93	108	609	125	134	409	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	645	82	235	1335	93	108	609	125	134	409	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	645	82	235	1335	93	108	609	125	134	409	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	645	82	235	1335	93	108	609	125	134	409	124
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	0.23	0.06	0.17	0.49	0.07	0.08	0.22	0.09	0.10	0.15	0.09
Crit Volume:	70				668			305		134		
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):	0.166
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	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:	29	16	16	14	44	7	19	103	141	21	51	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:	29	16	16	14	44	7	19	103	141	21	51	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:	29	16	16	14	44	7	19	103	141	21	51	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	16	16	14	44	7	19	103	141	21	51	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:	29	16	16	14	44	7	19	103	141	21	51	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:	0.64	0.36	1.00	0.24	0.76	1.00	0.31	1.69	1.00	0.50	1.21	0.29
Final Sat.:	967	533	1500	362	1138	1500	467	2533	1500	750	1821	429
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.04	0.04	0.00	0.04	0.04	0.09	0.03	0.03	0.03
Crit Volume:	29				58				141	21		
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):	0.448
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	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:	44	44	33	63	198	15	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:	44	44	33	63	198	15	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:	44	44	33	63	198	15	150	152	28	172	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	44	33	63	198	15	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:	44	44	33	63	198	15	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:	0.08	0.08	0.08	0.18	0.18	0.18	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	44				276				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):	0.261
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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	50	1	70	111	283	0	7	356	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	1	70	111	283	0	7	356	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	1	70	111	283	0	7	356	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	1	70	111	283	0	7	356	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	1	70	111	283	0	7	356	64
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	0.83	0.17	1.00	1.00	2.00	0.00	1.00	1.70	0.30
Final Sat.:	0	1500	0	1240	260	1500	1500	3000	0	1500	2543	457
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.05	0.07	0.09	0.00	0.00	0.14	0.14
Crit Volume:	0					70	111				210	
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):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

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:	281	251	0	0	443	74	265	0	281	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:	281	251	0	0	443	74	265	0	281	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:	281	251	0	0	443	74	265	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	251	0	0	443	74	265	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:	281	251	0	0	443	74	265	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	0.31	0.05	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	281				443		265				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):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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:	81	435	225	33	444	245	51	56	394	255	80	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:	81	435	225	33	444	245	51	56	394	255	80	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:	81	435	225	33	444	245	51	56	394	255	80	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	435	225	33	444	245	51	56	394	255	80	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	435	225	33	444	245	51	56	394	255	80	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	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	1813	938	1375	1772	978	655	720	1375	1375	866	509
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.02	0.25	0.25	0.08	0.08	0.29	0.19	0.09	0.09
Crit Volume:	0					345			394	255		
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):	0.699
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

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:	44	563	67	165	852	97	52	528	75	179	522	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	563	67	165	852	97	52	528	75	179	522	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	563	67	165	852	97	52	528	75	179	522	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	563	67	165	852	97	52	528	75	179	522	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	563	67	165	852	97	52	528	75	179	522	130
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	2408	342	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.12	0.31	0.07	0.04	0.22	0.22	0.13	0.19	0.09
Crit Volume:		315		165					302	179		
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):	0.539
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

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:	91	557	364	99	803	64	57	190	121	248	259	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:	91	557	364	99	803	64	57	190	121	248	259	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:	91	557	364	99	803	64	57	190	121	248	259	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	557	364	99	803	64	57	190	121	248	259	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	100	557	364	109	803	64	63	190	121	273	259	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:	2.00	2.00	1.00	2.00	1.85	0.15	2.00	2.00	1.00	2.00	1.70	0.30
Final Sat.:	2750	2750	1375	2750	2547	203	2750	2750	1375	2750	2335	415
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.26	0.04	0.32	0.32	0.02	0.07	0.09	0.10	0.11	0.11
Crit Volume:	50				434				121	136		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.278
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	101	0	18	128	406	0	0	284	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	101	0	18	128	406	0	0	284	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	101	0	18	128	406	0	0	284	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	18	128	406	0	0	284	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	101	0	18	128	406	0	0	284	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	1.70	0.30
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2416	434
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.01	0.09	0.14	0.00	0.00	0.12	0.12
Crit Volume:			0	101			128				168	
Crit Moves:				****			****				****	

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

Intersection #101 Clybourne & Sherman

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[12.6]

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	184	178	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	184	178	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	184	178	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	184	178	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:	362	360	xxxxx	xxxx	364	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	598	570	xxxxx	xxxx	567	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	448	501	xxxxx	xxxx	499	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	0.01	xxxx	xxxx	0.01	0.17	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.:	480	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:	12.6	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	B	*	*	*	*	A	*	*	*	*	*	*		
ApproachDel:	12.6				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): 0.0 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	0	0	2	0	478	0	0	310	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	1.00	1.00						
Initial Bse:	0	0	0	0	0	0	0	2	0	478	0	0	310	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	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	0	0	0	0	0	0	0	2	0	478	0	0	310	10						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	0	0	0	0	0	0	2	0	478	0	0	310	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:	633	798	xxxxx	xxxx	xxxx	160	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	562	501	xxxxx	xxxx	xxxx	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	561	501	xxxxx	xxxx	xxxx	973	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.

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

Intersection #103 Lockheed & San Fernando

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[21.1]

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:	6	0	4	0	0	0	0	1035	51	24	263	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	4	0	0	0	0	1035	51	24	263	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	4	0	0	0	0	1035	51	24	263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	4	0	0	0	0	1035	51	24	263	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:	1215	1346	518	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx
Potent Cap.:	177	153	508	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	650	xxxx	xxxxx
Move Cap.:	172	147	508	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	650	xxxx	xxxxx
Volume/Cap:	0.03	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	10.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	234	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		21.1		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): 1.2 Worst Case Level Of Service: B[13.5]

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:	57	281	0	0	1000	13			1	0	79		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:	57	281	0	0	1000	13			1	0	79		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	281	0	0	1000	13			1	0	79		0	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	57	281	0	0	1000	13			1	0	79		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:	1013	xxxx	xxxxx	xxxx	xxxx	xxxxx			1261	1402	507		xxxx	xxxx	xxxxx	
Potent Cap.:	692	xxxx	xxxxx	xxxx	xxxx	xxxxx			165	141	517		xxxx	xxxx	xxxxx	
Move Cap.:	692	xxxx	xxxxx	xxxx	xxxx	xxxxx			154	130	517		xxxx	xxxx	xxxxx	
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx			0.01	0.00	0.15		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.7	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	xxxxx			xxxx	502	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.6	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	13.5	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*	B	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx						13.5			xxxxxx			
ApproachLOS:	*			*						B			*			

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): 158.6 Worst Case Level Of Service: F[405.2]

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	557		134		85	1009		0		192		0	953		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	557		134		85	1009		0		192		0	953		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	557		134		85	1009		0		192		0	953		0		0		0		
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0		
FinalVolume:	0	557		134		85	1009		0		192		0	953		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		691	xxxx		xxxxx		1458		xxxx	505		xxxx		xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx		913	xxxx		xxxxx		123		xxxx	518		xxxx		xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx		913	xxxx		xxxxx		114		xxxx	518		xxxx		xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx		xxxx		0.09	xxxx		xxxx		1.69		xxxx	1.84		xxxx		xxxx		xxxx		
Level Of Service Module:																						
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		14.7		xxxx	60.3		xxxx		xxxx		xxxxx		
Control Del:	xxxxx	xxxx		xxxxx		9.3	xxxx		xxxxx		409.6		xxxx	404.4		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					405.2					xxxxxx						
ApproachLOS:	*					*					F					*						

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): 5.6 Worst Case Level Of Service: F[58.0]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	861	119	0	1968	212	0	0	311	0	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	861	119	0	1968	212	0	0	311	0	0	167
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	762	xxxx	xxxx	431
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	352	xxxx	xxxx	579
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	352	xxxx	xxxx	579
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.88	xxxx	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.5	xxxx	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	58.0	xxxxx	xxxx	13.7
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			58.0			13.7		
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):	0.638
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

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	183	223	115	91	0	0	0	0	339	0	34
Growth Adj:	1.00	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	183	223	115	91	0	0	0	0	339	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	183	223	115	91	0	0	0	0	339	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	183	223	115	91	0	0	0	0	339	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	183	223	115	91	0	0	0	0	339	0	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.45	0.55	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	287	350	524	565	0	0	0	0	1454	-508	93
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.64	0.64	0.22	0.16	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.37
Crit Moves:		****		****								****
Delay/Veh:	0.0	17.4	17.4	11.1	10.0	0.0	0.0	0.0	0.0	13.0	13.3	13.3
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	17.4	17.4	11.1	10.0	0.0	0.0	0.0	0.0	13.0	13.3	13.3
LOS by Move:	*	C	C	B	A	*	*	*	*	B	B	B
ApproachDel:		17.4			10.6		xxxxxx				13.0	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		17.4			10.6		xxxxxx				13.0	
LOS by Appr:		C			B		*				B	
AllWayAvgQ:	1.6	1.6	1.6	0.3	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 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:	74	211	41	15	564	132	1	19	50	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:	74	211	41	15	564	132	1	19	50	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:	74	211	41	15	564	132	1	19	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	74	211	41	15	564	132	1	19	50	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	252	xxxx	xxxxx	914	1060	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1325	xxxx	xxxxx	276	226	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1325	xxxx	xxxxx	257	205	654	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.09	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	7.7	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	207	xxxx	408	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	24.2	xxxx	15.6	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.

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

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:	34	910	15	119	1025	69	107	198	115	31	296	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:	34	910	15	119	1025	69	107	198	115	31	296	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:	34	910	15	119	1025	69	107	198	115	31	296	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	910	15	119	1025	69	107	198	115	31	296	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	910	15	119	1025	69	107	198	115	31	296	200
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	1.27	0.73	1.00	1.19	0.81
Final Sat.:	1425	2804	46	1425	2670	180	1425	1803	1047	1425	1701	1149
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.08	0.38	0.38	0.08	0.11	0.11	0.02	0.17	0.17
Crit Volume:		463			119			107			248	
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):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	248	925	130	71	658	162	210	266	299	172	196	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	925	130	71	658	162	210	266	299	172	196	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	925	130	71	658	162	210	266	299	172	196	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	925	130	71	658	162	210	266	299	172	196	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	925	130	71	658	162	210	266	299	172	196	104
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:	0.18	0.34	0.09	0.05	0.24	0.12	0.15	0.19	0.22	0.13	0.07	0.08
Crit Volume:	248				329			266		172		
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):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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	17	0	694	273	658	0	0	721	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	17	0	694	273	658	0	0	721	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	17	0	694	273	658	0	0	721	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	694	273	658	0	0	721	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	17	0	763	273	658	0	0	721	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	2803	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.19	0.23	0.00	0.00	0.26	0.26
Crit Volume:	0					390	273					367
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):	0.576
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	344	7	1	476	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	344	7	1	476	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	344	7	1	476	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	31	14	38	2	191	223	344	7	1	476	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	344	7	1	476	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	2498	352
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				272	
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):	0.389
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	110	1	118	74	314	0	0	660	62
Growth Adj:	1.00	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	110	1	118	74	314	0	0	660	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	1	118	74	314	0	0	660	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	1	118	74	314	0	0	660	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	121	1	118	74	314	0	0	660	62
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	1.01	0.01	0.98	1.00	1.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	1437	12	1401	1425	1425	0	0	2605	245
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.05	0.22	0.00	0.00	0.25	0.25
Crit Volume:	0			120			74					361
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):	0.772
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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:	791	648	0	0	297	118	0	0	0	180	1	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	791	648	0	0	297	118	0	0	0	180	1	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	791	648	0	0	297	118	0	0	0	180	1	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	648	0	0	297	118	0	0	0	180	1	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	791	648	0	0	297	118	0	0	0	198	1	121
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	1763	9	1078
Capacity Analysis Module:												
Vol/Sat:	0.56	0.23	0.00	0.00	0.10	0.08	0.00	0.00	0.00	0.11	0.11	0.11
Crit Volume:	791				149			0			160	
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):	0.194
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:	49	0	35	0	0	0	0	393	159	11	456	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:	49	0	35	0	0	0	0	393	159	11	456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	0	35	0	0	0	0	393	159	11	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	35	0	0	0	0	393	159	11	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	0	35	0	0	0	0	393	159	11	456	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	2.14	0.86	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3044	1231	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.13	0.13	0.01	0.16	0.00
Crit Volume:	49				0		0				228	
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):	0.202
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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:	127	0	18	0	0	0	0	275	155	63	336	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	0	18	0	0	0	0	275	155	63	336	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	18	0	0	0	0	275	155	63	336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	18	0	0	0	0	275	155	63	336	0
PCE Adj:	1.00	1.00	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:	140	0	18	0	0	0	0	275	155	63	336	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	0.10	0.11	0.04	0.12	0.00
Crit Volume:	70				0				155	63		
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):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

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			Permitted			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	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	0	1922	5	12	1077	0	0	0	0	43	0	56
Growth Adj:	1.00	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	1922	5	12	1077	0	0	0	0	43	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1922	5	12	1077	0	0	0	0	43	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1922	5	12	1077	0	0	0	0	43	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1922	5	12	1077	0	0	0	0	43	0	56
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	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	2843	7	1425	4275	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.68	0.68	0.01	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		963			359		0					56
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):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	D

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	1584	42	58	1106	8	20	1	0	100	2	318
Growth Adj:	1.00	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	1584	42	58	1106	8	20	1	0	100	2	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1584	42	58	1106	8	20	1	0	100	2	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1584	42	58	1106	8	20	1	0	100	2	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1584	42	58	1106	8	20	1	0	100	2	318
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	4244	31	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.04	0.26	0.26	0.01	0.00	0.00	0.07	0.00	0.22
Crit Volume:		813			58			20				318
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):	0.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

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:	100	1220	116	51	1030	107	174	42	137	166	59	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1220	116	51	1030	107	174	42	137	166	59	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1220	116	51	1030	107	174	42	137	166	59	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1220	116	51	1030	107	174	42	137	166	59	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	100	1220	116	51	1030	107	191	42	137	166	59	137
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	0.30	0.70
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	414	961
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.08	0.04	0.37	0.08	0.07	0.03	0.10	0.12	0.14	0.14
Crit Volume:		610		51					137	166		
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):	0.628
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	1170	47	18	1340	22	77	7	57	87	29	163
Growth Adj:	1.00	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	1170	47	18	1340	22	77	7	57	87	29	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1170	47	18	1340	22	77	7	57	87	29	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1170	47	18	1340	22	77	7	57	87	29	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1170	47	18	1340	22	77	7	57	87	29	163
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	2740	110	1425	4206	69	1425	156	1269	1425	215	1210
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.32	0.32	0.05	0.04	0.04	0.06	0.13	0.13
Crit Volume:		609			18			77			192	
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):	1.165
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:	164	998	93	186	1189	412	236	845	114	113	1216	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:	164	998	93	186	1189	412	236	845	114	113	1216	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:	164	998	93	186	1189	412	236	845	114	113	1216	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	998	93	186	1189	412	236	845	114	113	1216	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	1.00	1.00	1.00
FinalVolume:	164	998	93	186	1189	412	236	845	114	113	1216	135
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	0.36	0.07	0.14	0.43	0.30	0.17	0.31	0.08	0.08	0.44	0.10
Crit Volume:	164				595		236				608	
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):	0.877
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:	83	911	136	152	756	126	176	647	24	173	709	128
Growth Adj:	1.00	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	911	136	152	756	126	176	647	24	173	709	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	911	136	152	756	126	176	647	24	173	709	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	911	136	152	756	126	176	647	24	173	709	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	911	136	152	756	126	176	647	24	173	709	128
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	2652	98	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.11	0.32	0.32	0.13	0.24	0.24	0.13	0.26	0.09
Crit Volume:		524		152			176				355	
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):	0.870
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	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:	109	944	128	198	688	196	146	631	96	137	761	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:	109	944	128	198	688	196	146	631	96	137	761	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:	109	944	128	198	688	196	146	631	96	137	761	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	944	128	198	688	196	146	631	96	137	761	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:	109	944	128	198	688	196	146	631	96	137	761	211
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	0.34	0.09	0.14	0.25	0.14	0.11	0.23	0.07	0.10	0.28	0.15
Crit Volume:		472		198			146				381	
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):	0.185
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	33	27	14	44	42	15	132	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	33	27	14	44	42	15	132	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	33	27	14	44	42	15	132	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	33	27	14	44	42	15	132	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	33	27	14	44	42	15	132	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	0.08	0.92	1.00	0.48	1.52	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	125	1375	1500	724	2276	1500	283	2491	226
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.02	0.02	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			14					80
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):	0.409
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	440	738	321	1500	1458	42	1500	1284	216
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.08	0.08	0.08	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:		378			37			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):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

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	1	4	102	0	155	34	447	0	0	414	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	4	102	0	155	34	447	0	0	414	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	4	102	0	155	34	447	0	0	414	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	4	102	0	155	34	447	0	0	414	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	4	102	0	155	34	447	0	0	414	70
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:	0.29	0.14	0.57	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.71	0.29
Final Sat.:	429	214	857	1500	0	1500	1500	3000	0	1500	2566	434
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.02	0.15	0.00	0.00	0.16	0.16
Crit Volume:	2					155	34				242	
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):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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			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:	561	515	0	0	492	94	195	0	174	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:	561	515	0	0	492	94	195	0	174	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:	561	515	0	0	492	94	195	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	515	0	0	492	94	195	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:	561	515	0	0	492	94	195	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:	0.39	0.36	0.00	0.00	0.35	0.07	0.14	0.00	0.00	0.00	0.00	0.00
Crit Volume:	561				492		195				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):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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:	102	984	217	19	450	192	71	56	317	173	33	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:	102	984	217	19	450	192	71	56	317	173	33	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:	102	984	217	19	450	192	71	56	317	173	33	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	984	217	19	450	192	71	56	317	173	33	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:	102	984	217	19	450	192	71	56	317	173	33	29
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	2253	497	1375	1928	822	769	606	1375	1375	732	643
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.01	0.23	0.23	0.09	0.09	0.23	0.13	0.05	0.05
Crit Volume:			601	19					317	173		
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):	0.838
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	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:	57	898	98	200	652	87	85	610	46	126	409	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	898	98	200	652	87	85	610	46	126	409	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	898	98	200	652	87	85	610	46	126	409	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	898	98	200	652	87	85	610	46	126	409	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	898	98	200	652	87	85	610	46	126	409	327
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	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1375	2479	271	1375	2750	1375	1375	2557	193	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.15	0.24	0.06	0.06	0.24	0.24	0.09	0.15	0.24
Crit Volume:		498		200				328		126		
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):	0.590
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

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	706	501	117	558	32	54	330	95	416	323	147
Growth Adj:	1.00	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	706	501	117	558	32	54	330	95	416	323	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	706	501	117	558	32	54	330	95	416	323	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	706	501	117	558	32	54	330	95	416	323	147
PCE Adj:	1.00	1.00	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	706	501	129	558	32	59	330	95	458	323	147
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	1.89	0.11	2.00	2.00	1.00	2.00	1.37	0.63
Final Sat.:	2750	2750	1375	2750	2601	149	2750	2750	1375	2750	1890	860
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.36	0.05	0.21	0.21	0.02	0.12	0.07	0.17	0.17	0.17
Crit Volume:		353			64			165			229	
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	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	66	0	22	122	323	0	0	510	161
Growth Adj:	1.00	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	66	0	22	122	323	0	0	510	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	66	0	22	122	323	0	0	510	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	22	122	323	0	0	510	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	66	0	22	122	323	0	0	510	161
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	2166	684
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.09	0.11	0.00	0.00	0.24	0.24
Crit Volume:	0			66			122					336
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[15.3]

****

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	6	0	0	2	226	262	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	226	262	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	226	262	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	226	262	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:	528	527	xxxxx	xxxx	530	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	464	459	xxxxx	xxxx	457	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	314	373	xxxxx	xxxx	372	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	0.02	xxxx	xxxx	0.01	0.21	0.16	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	7.6	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.:	356	xxxx	xxxxx	xxxx	xxxx	1055	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	15.3	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	C	*	*	*	*	A	*	*	*	*	*	*		
ApproachDel:	15.3			8.8			xxxxxx			xxxxxx				
ApproachLOS:	C			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): 0.0 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	285	0			0	711	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	285	0			0	711	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	285	0			0	711	4		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			0	0	0			0	285	0			0	711	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:	641	1000	xxxxx			998	998	358			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	632	427	xxxxx			475	428	843			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	632	427	xxxxx			475	428	843			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.

****

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

Intersection #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.3]

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:	40	0	39	0	0	0	0	426	14	6	505	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	0	39	0	0	0	0	426	14	6	505	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	39	0	0	0	0	426	14	6	505	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	39	0	0	0	0	426	14	6	505	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:	691	943	213	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	440	xxxx	xxxxx
Potent Cap.:	383	265	798	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1131	xxxx	xxxxx
Move Cap.:	382	263	798	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1131	xxxx	xxxxx
Volume/Cap:	0.10	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	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	514	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	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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): 1.4 Worst Case Level Of Service: B[11.6]

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:	32	494		0		0	478		0		14		0		95		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:	32	494		0		0	478		0		14		0		95		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:	32	494		0		0	478		0		14		0		95		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	32	494		0		0	478		0		14		0		95		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:	478	xxxx	xxxxx	xxxx	xxxx	xxxxx					789		1036		239	xxxx	xxxx	xxxxx		
Potent Cap.:	1095	xxxx	xxxxx	xxxx	xxxx	xxxxx					332		233		768	xxxx	xxxx	xxxxx		
Move Cap.:	1095	xxxx	xxxxx	xxxx	xxxx	xxxxx					324		227		768	xxxx	xxxx	xxxxx		
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx					0.04		0.00		0.12	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	8.4	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	654	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx										
ApproachLOS:	*			*			B			*										

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): 5.9 Worst Case Level Of Service: C[24.2]

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	1349	375		62	438	0		54	0	603		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	1349	375		62	438	0		54	0	603		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1349	375		62	438	0		54	0	603		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1349	375		62	438	0		54	0	603		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		1724	xxxx	xxxxx		1237	xxxx	219		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		372	xxxx	xxxxx		171	xxxx	791		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		372	xxxx	xxxxx		149	xxxx	791		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.17	xxxx	xxxx		0.36	xxxx	0.76		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.6	xxxx	xxxxx		1.5	xxxx	7.3		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		16.6	xxxx	xxxxx		42.2	xxxx	22.5		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		C	*	*		E	*	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				24.2				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 #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: F[64.8]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1845	126	0	977	85	0	0	167	0	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1845	126	0	977	85	0	0	167	0	0	238
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	368	xxxx	xxxx	923
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	635	xxxx	xxxx	276
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	635	xxxx	xxxx	276
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	0.86
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.1	xxxx	xxxx	7.4
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.7	xxxxx	xxxx	64.8
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			12.7			64.8		
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):	0.516
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

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	102	223	204	101	0	0	0	0	333	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	102	223	204	101	0	0	0	0	333	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	102	223	204	101	0	0	0	0	333	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	223	204	101	0	0	0	0	333	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	102	223	204	101	0	0	0	0	333	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	0.31	0.69	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	198	432	537	579	0	0	0	0	1451	-505	86
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.52	0.52	0.38	0.17	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.36
Crit Moves:			****	****								****
Delay/Veh:	0.0	14.2	14.2	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	14.2	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.2	13.2
LOS by Move:	*	B	B	B	A	*	*	*	*	B	B	B
ApproachDel:	14.2			12.0			xxxxxx			12.9		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	14.2			12.0			xxxxxx			12.9		
LOS by Appr:	B			B			*			B		
AllWayAvgQ:	1.0	1.0	1.0	0.6	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 Worst Case Level Of Service: C[16.9]

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:	41	324	17	4	326	17	2	46	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	324	17	4	326	17	2	46	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	324	17	4	326	17	2	46	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	324	17	4	326	17	2	46	17	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:	343	xxxx	xxxxx	341	xxxx	xxxxx	587	766	172	xxxx	xxxx	xxxxx
Potent Cap.:	1227	xxxx	xxxxx	1229	xxxx	xxxxx	446	335	849	xxxx	xxxx	xxxxx
Move Cap.:	1227	xxxx	xxxxx	1229	xxxx	xxxxx	433	323	849	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.14	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:	8.0	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	327	xxxx	388	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	17.9	xxxx	16.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.9			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Existing Year 2016 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):	0.758
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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:	26	769	26	357	947	42	115	541	109	19	121	79
Growth Adj:	1.00	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	769	26	357	947	42	115	541	109	19	121	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	769	26	357	947	42	115	541	109	19	121	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	769	26	357	947	42	115	541	109	19	121	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	769	26	357	947	42	115	541	109	19	121	79
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	1.92	0.08	1.00	1.66	0.34	1.00	1.21	0.79
Final Sat.:	1425	2757	93	1425	2729	121	1425	2372	478	1425	1724	1126
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.25	0.35	0.35	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:		398		357				325			100	
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):	0.775
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:	158	493	125	84	1074	164	113	197	410	118	116	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:	158	493	125	84	1074	164	113	197	410	118	116	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:	158	493	125	84	1074	164	113	197	410	118	116	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	493	125	84	1074	164	113	197	410	118	116	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:	158	493	125	84	1074	164	113	197	410	118	116	35
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:	0.11	0.18	0.09	0.06	0.39	0.12	0.08	0.14	0.30	0.09	0.04	0.03
Crit Volume:	0				537				410	118		
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):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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	17	0	303	464	1158	0	0	345	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	17	0	303	464	1158	0	0	345	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	17	0	303	464	1158	0	0	345	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	303	464	1158	0	0	345	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	17	0	333	464	1158	0	0	345	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	138	0	2712	1425	2850	0	0	2793	57
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.33	0.41	0.00	0.00	0.12	0.12
Crit Volume:	0					175	464				176	
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):	0.572
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	1007	33	2	204	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	1007	33	2	204	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	1007	33	2	204	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	82	8	196	239	1007	33	2	204	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	1007	33	2	204	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	1.85	0.15
Final Sat.:	792	317	317	409	40	977	1425	2760	90	1425	2643	207
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.20	0.20	0.20	0.17	0.36	0.36	0.00	0.08	0.08
Crit Volume:		9			286			520			110	
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):	0.318
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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	141	0	70	46	341	0	0	357	71
Growth Adj:	1.00	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	141	0	70	46	341	0	0	357	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	141	0	70	46	341	0	0	357	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	0	70	46	341	0	0	357	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	0	70	46	341	0	0	357	71
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.38	0.00	0.62	1.00	1.00	0.00	0.00	1.67	0.33
Final Sat.:	0	0	0	1964	0	886	1425	1425	0	0	2377	473
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.03	0.24	0.00	0.00	0.15	0.15
Crit Volume:		0		113				341		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):	0.655
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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:	350	412	0	0	611	119	0	0	0	433	0	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:	350	412	0	0	611	119	0	0	0	433	0	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:	350	412	0	0	611	119	0	0	0	433	0	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	412	0	0	611	119	0	0	0	433	0	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	1.10	1.00	1.00
FinalVolume:	350	412	0	0	611	119	0	0	0	476	0	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	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	2440	0	410
Capacity Analysis Module:												
Vol/Sat:	0.25	0.14	0.00	0.00	0.21	0.08	0.00	0.00	0.00	0.20	0.00	0.20
Crit Volume:	350				306			0		278		
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):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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:	98	0	116	0	0	0	0	907	299	7	262	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:	98	0	116	0	0	0	0	907	299	7	262	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	116	0	0	0	0	907	299	7	262	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	116	0	0	0	0	907	299	7	262	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	0	116	0	0	0	0	907	299	7	262	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	2.26	0.74	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3215	1060	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.09	0.00
Crit Volume:			116		0			402		7		
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):	0.353
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	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:	98	0	18	0	0	0	0	857	162	21	173	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:	98	0	18	0	0	0	0	857	162	21	173	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	0	18	0	0	0	0	857	162	21	173	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	0	18	0	0	0	0	857	162	21	173	0
PCE Adj:	1.00	1.00	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:	108	0	18	0	0	0	0	857	162	21	173	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	0.11	0.01	0.06	0.00
Crit Volume:	54				0			429		21		
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):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

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			Permitted			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	0 0	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	1	874	28	73	2119	0	0	0	1	8	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:	1	874	28	73	2119	0	0	0	1	8	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:	1	874	28	73	2119	0	0	0	1	8	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	874	28	73	2119	0	0	0	1	8	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	874	28	73	2119	0	0	0	1	8	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	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2762	88	1425	4275	0	0	0	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.50	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:	1				706				1	8		
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):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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	920	106	245	1844	10	0	0	0	42	0	54
Growth Adj:	1.00	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	920	106	245	1844	10	0	0	0	42	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	920	106	245	1844	10	0	0	0	42	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	920	106	245	1844	10	0	0	0	42	0	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	920	106	245	1844	10	0	0	0	42	0	54
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	2556	294	1425	4252	23	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.17	0.43	0.43	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			513	245			0					54
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):	0.823
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	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:	90	768	155	119	1477	210	192	45	200	103	66	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	768	155	119	1477	210	192	45	200	103	66	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	768	155	119	1477	210	192	45	200	103	66	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	768	155	119	1477	210	192	45	200	103	66	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	768	155	119	1477	210	211	45	200	103	66	42
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	840	535
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.11	0.09	0.54	0.15	0.08	0.03	0.15	0.07	0.08	0.08
Crit Volume:	90				739				200	103		
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):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	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:	52	911	86	17	1685	19	68	10	38	55	24	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	911	86	17	1685	19	68	10	38	55	24	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	911	86	17	1685	19	68	10	38	55	24	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	911	86	17	1685	19	68	10	38	55	24	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	911	86	17	1685	19	68	10	38	55	24	97
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	0.21	0.79	1.00	0.20	0.80
Final Sat.:	1425	2604	246	1425	4227	48	1425	297	1128	1425	283	1142
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.40	0.40	0.05	0.03	0.03	0.04	0.08	0.08
Crit Volume:	52					568	68					121
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):	1.060
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	850	74	200	1458	156	271	1046	239	124	652	193
Growth Adj:	1.00	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	850	74	200	1458	156	271	1046	239	124	652	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	850	74	200	1458	156	271	1046	239	124	652	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	850	74	200	1458	156	271	1046	239	124	652	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	850	74	200	1458	156	271	1046	239	124	652	193
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	0.31	0.05	0.15	0.53	0.11	0.20	0.38	0.17	0.09	0.24	0.14
Crit Volume:	81				729			523		124		
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):	0.880
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:	44	637	77	191	1253	89	148	583	53	177	492	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:	44	637	77	191	1253	89	148	583	53	177	492	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:	44	637	77	191	1253	89	148	583	53	177	492	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	637	77	191	1253	89	148	583	53	177	492	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:	44	637	77	191	1253	89	148	583	53	177	492	80
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	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1375	2453	297	1375	2568	182	1375	2521	229	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.14	0.49	0.49	0.11	0.23	0.23	0.13	0.18	0.06
Crit Volume:	44				671			318		177		
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):	0.853
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	155	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:	70	634	82	235	1329	92	107	609	125	134	409	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	634	82	235	1329	92	107	609	125	134	409	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	634	82	235	1329	92	107	609	125	134	409	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	634	82	235	1329	92	107	609	125	134	409	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	634	82	235	1329	92	107	609	125	134	409	124
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	0.23	0.06	0.17	0.48	0.07	0.08	0.22	0.09	0.10	0.15	0.09
Crit Volume:	70				665			305		134		
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):	0.166
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	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:	29	16	16	14	44	7	19	102	141	21	49	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:	29	16	16	14	44	7	19	102	141	21	49	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:	29	16	16	14	44	7	19	102	141	21	49	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	16	16	14	44	7	19	102	141	21	49	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:	29	16	16	14	44	7	19	102	141	21	49	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:	0.64	0.36	1.00	0.24	0.76	1.00	0.31	1.69	1.00	0.51	1.20	0.29
Final Sat.:	967	533	1500	362	1138	1500	471	2529	1500	768	1793	439
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.04	0.04	0.00	0.04	0.04	0.09	0.03	0.03	0.03
Crit Volume:	29				58				141	21		
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):	0.448
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	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:	44	44	33	63	198	15	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:	44	44	33	63	198	15	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:	44	44	33	63	198	15	150	152	28	172	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	44	33	63	198	15	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:	44	44	33	63	198	15	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:	0.08	0.08	0.08	0.18	0.18	0.18	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	44				276				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):	0.261
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

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	50	1	70	111	282	0	7	357	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	50	1	70	111	282	0	7	357	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	1	70	111	282	0	7	357	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	1	70	111	282	0	7	357	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	1	70	111	282	0	7	357	64
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	0.83	0.17	1.00	1.00	2.00	0.00	1.00	1.70	0.30
Final Sat.:	0	1500	0	1240	260	1500	1500	3000	0	1500	2544	456
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.05	0.07	0.09	0.00	0.00	0.14	0.14
Crit Volume:	0					70	111				211	
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):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

****

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:	281	251	0	0	443	74	265	0	279	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:	281	251	0	0	443	74	265	0	279	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:	281	251	0	0	443	74	265	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	251	0	0	443	74	265	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:	281	251	0	0	443	74	265	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	0.31	0.05	0.19	0.00	0.00	0.00	0.00	0.00
Crit Volume:	281				443		265				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):	0.722
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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:	80	435	225	33	442	245	51	56	394	255	80	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:	80	435	225	33	442	245	51	56	394	255	80	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:	80	435	225	33	442	245	51	56	394	255	80	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	435	225	33	442	245	51	56	394	255	80	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	435	225	33	442	245	51	56	394	255	80	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	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	1813	938	1375	1769	981	655	720	1375	1375	866	509
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.02	0.25	0.25	0.08	0.08	0.29	0.19	0.09	0.09
Crit Volume:	0				344				394	255		
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):	0.699
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	B

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:	44	563	67	165	853	95	51	528	75	179	522	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	563	67	165	853	95	51	528	75	179	522	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	563	67	165	853	95	51	528	75	179	522	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	563	67	165	853	95	51	528	75	179	522	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	563	67	165	853	95	51	528	75	179	522	130
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	2408	342	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.12	0.31	0.07	0.04	0.22	0.22	0.13	0.19	0.09
Crit Volume:		315		165					302	179		
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):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

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:	93	557	364	99	803	66	57	188	121	248	257	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:	93	557	364	99	803	66	57	188	121	248	257	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:	93	557	364	99	803	66	57	188	121	248	257	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	557	364	99	803	66	57	188	121	248	257	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	102	557	364	109	803	66	63	188	121	273	257	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:	2.00	2.00	1.00	2.00	1.85	0.15	2.00	2.00	1.00	2.00	1.70	0.30
Final Sat.:	2750	2750	1375	2750	2541	209	2750	2750	1375	2750	2333	417
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.26	0.04	0.32	0.32	0.02	0.07	0.09	0.10	0.11	0.11
Crit Volume:	51				435				121	136		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

****

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

****

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.277
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	101	0	21	126	406	0	0	288	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	101	0	21	126	406	0	0	288	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	101	0	21	126	406	0	0	288	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	21	126	406	0	0	288	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	21	126	406	0	0	288	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	2.00	0.00	0.00	1.71	0.29
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2443	407
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.01	0.09	0.14	0.00	0.00	0.12	0.12
Crit Volume:	0			101			126				168	
Crit Moves:				****			****				****	

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

****

Intersection #101 Clybourne & Sherman

****

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: B[12.6]

****

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	184	178	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	184	178	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	184	178	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	184	178	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:	362	360	xxxxx	xxxx	364	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	598	570	xxxxx	xxxx	567	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	448	501	xxxxx	xxxx	499	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	0.01	xxxx	xxxx	0.01	0.17	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.:	480	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:	12.6	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	B	*	*	*	*	A	*	*	*	*	*	*	
ApproachDel:	12.6			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): 0.0 Worst Case Level Of Service: A[9.6]

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	1	3			0	473	0			0	309	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	1	3			0	473	0			0	309	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	1	3			0	473	0			0	309	10		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	0			0	1	3			0	473	0			0	309	10		
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:	628	792	xxxxx	xxxx		787	160	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Potent Cap.:	565	503	xxxxx	xxxx		505	973	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Move Cap.:	562	503	xxxxx	xxxx		505	973	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	790	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	9.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*		*	A	*	*	*	*	*	*							
ApproachDel:	xxxxxx					9.6		xxxxxx			xxxxxx									
ApproachLOS:	*					A		*			*									

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): 0.3 Worst Case Level Of Service: C[20.9]

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:	6	0	4	0	0	0	0	1029	51	24	260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	4	0	0	0	0	1029	51	24	260	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	4	0	0	0	0	1029	51	24	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	4	0	0	0	0	1029	51	24	260	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:	1207	1337	515	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1080	xxxx	xxxxx
Potent Cap.:	179	155	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	xxxx	xxxxx
Move Cap.:	174	149	510	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	xxxx	xxxxx
Volume/Cap:	0.03	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	10.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	236	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		20.9		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): 1.2 Worst Case Level Of Service: B[13.5]

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:	57	278	0	0	994	13			1	0	79		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:	57	278	0	0	994	13			1	0	79		0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	278	0	0	994	13			1	0	79		0	0	0	
Reduct Vol:	0	0	0	0	0	0			0	0	0		0	0	0	
FinalVolume:	57	278	0	0	994	13			1	0	79		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:	1007	xxxx	xxxxx	xxxx	xxxx	xxxxx			1254	1393	504		xxxx	xxxx	xxxxx	
Potent Cap.:	696	xxxx	xxxxx	xxxx	xxxx	xxxxx			167	143	519		xxxx	xxxx	xxxxx	
Move Cap.:	696	xxxx	xxxxx	xxxx	xxxx	xxxxx			156	131	519		xxxx	xxxx	xxxxx	
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx			0.01	0.00	0.15		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	10.6	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	xxxxx			xxxx	504	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.6	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	13.5	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*			*	B	*		*	*	*	
ApproachDel:	xxxxxx			xxxxxx						13.5			xxxxxx			
ApproachLOS:	*			*						B			*			

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): 152.4 Worst Case Level Of Service: F[388.7]

****

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	555		123		85	998		0		192		0	941		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	555		123		85	998		0		192		0	941		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	555		123		85	998		0		192		0	941		0		0		0		
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0		
FinalVolume:	0	555		123		85	998		0		192		0	941		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		678	xxxx		xxxxx		1446		xxxx	499		xxxx		xxxx		xxxxx		
Potent Cap.:	xxxx	xxxx		xxxxx		923	xxxx		xxxxx		125		xxxx	522		xxxx		xxxx		xxxxx		
Move Cap.:	xxxx	xxxx		xxxxx		923	xxxx		xxxxx		116		xxxx	522		xxxx		xxxx		xxxxx		
Volume/Cap:	xxxx	xxxx		xxxx		0.09	xxxx		xxxx		1.65		xxxx	1.80		xxxx		xxxx		xxxx		
Level Of Service Module:																						
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		14.5		xxxx	58.4		xxxx		xxxx		xxxxx		
Control Del:	xxxxx	xxxx		xxxxx		9.3	xxxx		xxxxx		394.8		xxxx	387.4		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					388.7					xxxxxx						
ApproachLOS:	*					*					F					*						

****

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): 5.1 Worst Case Level Of Service: F[53.2]

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	850	116	0	1945	212	0	0	305	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	850	116	0	1945	212	0	0	305	0	0	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	850	116	0	1945	212	0	0	305	0	0	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	850	116	0	1945	212	0	0	305	0	0	167
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	754	xxxx	xxxx	425
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	356	xxxx	xxxx	583
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	356	xxxx	xxxx	583
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.86	xxxx	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	8.0	xxxx	xxxx	1.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	53.2	xxxxx	xxxx	13.6
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			53.2			13.6		
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):	0.636
Loss Time (sec):	0	Average Delay (sec/veh):	14.3
Optimal Cycle:	0	Level Of Service:	B

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	183	222	115	91	0	0	0	0	339	0	34
Growth Adj:	1.00	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	183	222	115	91	0	0	0	0	339	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	183	222	115	91	0	0	0	0	339	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	183	222	115	91	0	0	0	0	339	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	183	222	115	91	0	0	0	0	339	0	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.45	0.55	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	288	349	524	566	0	0	0	0	1455	-508	93
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.64	0.64	0.22	0.16	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.37
Crit Moves:		****		****								****
Delay/Veh:	0.0	17.4	17.4	11.1	10.0	0.0	0.0	0.0	0.0	13.0	13.3	13.3
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	17.4	17.4	11.1	10.0	0.0	0.0	0.0	0.0	13.0	13.3	13.3
LOS by Move:	*	C	C	B	A	*	*	*	*	B	B	B
ApproachDel:		17.4			10.6		xxxxxx				12.9	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		17.4			10.6		xxxxxx				12.9	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.6	1.6	1.6	0.3	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 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:	72	211	41	15	564	132	1	19	49	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:	72	211	41	15	564	132	1	19	49	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:	72	211	41	15	564	132	1	19	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	72	211	41	15	564	132	1	19	49	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	252	xxxx	xxxxx	910	1056	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1325	xxxx	xxxxx	278	227	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1325	xxxx	xxxxx	259	207	654	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.09	0.07	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	7.7	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	209	xxxx	407	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	24.1	xxxx	15.6	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.

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

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:	34	910	15	119	1025	69	107	195	115	31	290	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:	34	910	15	119	1025	69	107	195	115	31	290	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:	34	910	15	119	1025	69	107	195	115	31	290	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	910	15	119	1025	69	107	195	115	31	290	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	910	15	119	1025	69	107	195	115	31	290	200
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	2804	46	1425	2670	180	1425	1793	1057	1425	1687	1163
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.08	0.38	0.38	0.08	0.11	0.11	0.02	0.17	0.17
Crit Volume:		463			119			107			245	
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):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	248	925	130	71	658	162	210	266	299	172	196	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	925	130	71	658	162	210	266	299	172	196	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	925	130	71	658	162	210	266	299	172	196	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	925	130	71	658	162	210	266	299	172	196	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	925	130	71	658	162	210	266	299	172	196	104
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:	0.18	0.34	0.09	0.05	0.24	0.12	0.15	0.19	0.22	0.13	0.07	0.08
Crit Volume:	248				329			266		172		
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):	0.723
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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	17	0	695	273	658	0	0	721	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	17	0	695	273	658	0	0	721	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	17	0	695	273	658	0	0	721	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	695	273	658	0	0	721	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	17	0	765	273	658	0	0	721	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	2803	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.19	0.23	0.00	0.00	0.26	0.26
Crit Volume:			0			391	273					367
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):	0.574
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	341	7	1	470	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	341	7	1	470	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	341	7	1	470	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	31	14	38	2	191	223	341	7	1	470	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	341	7	1	470	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	2494	356
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					269
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):	0.387
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	106	1	116	74	324	0	0	661	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	1	116	74	324	0	0	661	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	106	1	116	74	324	0	0	661	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	1	116	74	324	0	0	661	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	117	1	116	74	324	0	0	661	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:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	1.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	1425	12	1413	1425	1425	0	0	2609	241
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.08	0.05	0.23	0.00	0.00	0.25	0.25
Crit Volume:	0					117	74					361
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):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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:	789	646	0	0	296	118	0	0	0	176	1	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	789	646	0	0	296	118	0	0	0	176	1	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	789	646	0	0	296	118	0	0	0	176	1	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	789	646	0	0	296	118	0	0	0	176	1	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	789	646	0	0	296	118	0	0	0	194	1	121
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	1748	9	1093
Capacity Analysis Module:												
Vol/Sat:	0.55	0.23	0.00	0.00	0.10	0.08	0.00	0.00	0.00	0.11	0.11	0.11
Crit Volume:	789				148			0		158		
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):	0.192
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:	49	0	35	0	0	0	0	393	156	11	450	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:	49	0	35	0	0	0	0	393	156	11	450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	0	35	0	0	0	0	393	156	11	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	35	0	0	0	0	393	156	11	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	0	35	0	0	0	0	393	156	11	450	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	2.15	0.85	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3060	1215	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.13	0.13	0.01	0.16	0.00
Crit Volume:	49				0		0				225	
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):	0.200
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	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:	121	0	18	0	0	0	0	275	155	63	336	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:	121	0	18	0	0	0	0	275	155	63	336	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	0	18	0	0	0	0	275	155	63	336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	0	18	0	0	0	0	275	155	63	336	0
PCE Adj:	1.00	1.00	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:	133	0	18	0	0	0	0	275	155	63	336	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	0.10	0.11	0.04	0.12	0.00
Crit Volume:	67				0				155	63		
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):	0.705
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

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			Permitted			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	0 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	0	1892	5	12	1061	0	0	0	0	43	0	56
Growth Adj:	1.00	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	1892	5	12	1061	0	0	0	0	43	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1892	5	12	1061	0	0	0	0	43	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1892	5	12	1061	0	0	0	0	43	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1892	5	12	1061	0	0	0	0	43	0	56
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	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4275	0	0	1425	0	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.67	0.67	0.01	0.25	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		948			354		0					56
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):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	D

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	1579	42	58	1105	0	0	0	0	100	0	318
Growth Adj:	1.00	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	1579	42	58	1105	0	0	0	0	100	0	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1579	42	58	1105	0	0	0	0	100	0	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1579	42	58	1105	0	0	0	0	100	0	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1579	42	58	1105	0	0	0	0	100	0	318
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	0.57	0.57	0.04	0.26	0.00	0.00	0.00	0.00	0.07	0.00	0.22
Crit Volume:		811		58			0					318
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):	0.693
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

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:	98	1209	116	51	1009	105	168	41	132	166	59	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1209	116	51	1009	105	168	41	132	166	59	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1209	116	51	1009	105	168	41	132	166	59	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1209	116	51	1009	105	168	41	132	166	59	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	98	1209	116	51	1009	105	185	41	132	166	59	137
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	0.30	0.70
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	414	961
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.08	0.04	0.37	0.08	0.07	0.03	0.10	0.12	0.14	0.14
Crit Volume:		605		51					132	166		
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):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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	48	18	1314	22	77	7	57	89	29	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:	76	1159	48	18	1314	22	77	7	57	89	29	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:	76	1159	48	18	1314	22	77	7	57	89	29	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1159	48	18	1314	22	77	7	57	89	29	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1159	48	18	1314	22	77	7	57	89	29	162
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	2737	113	1425	4205	70	1425	156	1269	1425	216	1209
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.31	0.31	0.05	0.04	0.04	0.06	0.13	0.13
Crit Volume:		604			18			77				191
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):	1.159
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:	164	990	93	185	1174	410	235	845	114	113	1216	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:	164	990	93	185	1174	410	235	845	114	113	1216	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:	164	990	93	185	1174	410	235	845	114	113	1216	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	990	93	185	1174	410	235	845	114	113	1216	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	1.00	1.00	1.00
FinalVolume:	164	990	93	185	1174	410	235	845	114	113	1216	135
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	0.36	0.07	0.13	0.43	0.30	0.17	0.31	0.08	0.08	0.44	0.10
Crit Volume:	164				587		235				608	
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):	0.873
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:	83	904	136	151	743	125	175	647	24	173	709	128
Growth Adj:	1.00	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	904	136	151	743	125	175	647	24	173	709	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	904	136	151	743	125	175	647	24	173	709	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	904	136	151	743	125	175	647	24	173	709	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	904	136	151	743	125	175	647	24	173	709	128
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	2354	396	1375	2652	98	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.11	0.32	0.32	0.13	0.24	0.24	0.13	0.26	0.09
Crit Volume:			520	151			175				355	
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):	0.867
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	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:	109	938	128	198	677	195	145	631	96	137	761	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:	109	938	128	198	677	195	145	631	96	137	761	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:	109	938	128	198	677	195	145	631	96	137	761	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	938	128	198	677	195	145	631	96	137	761	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:	109	938	128	198	677	195	145	631	96	137	761	211
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	0.34	0.09	0.14	0.25	0.14	0.11	0.23	0.07	0.10	0.28	0.15
Crit Volume:		469		198			145				381	
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):	0.184
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	33	27	14	42	42	15	130	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	33	27	14	42	42	15	130	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	33	27	14	42	42	15	130	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	33	27	14	42	42	15	130	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	33	27	14	42	42	15	130	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	0.08	0.92	1.00	0.50	1.50	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	125	1375	1500	750	2250	1500	287	2484	229
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.02	0.02	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			14					79
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):	0.409
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	37	62	27	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	440	738	321	1500	1457	43	1500	1283	217
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.08	0.08	0.08	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:	378			37			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):	0.288
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

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	1	4	102	0	155	34	448	0	0	413	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	4	102	0	155	34	448	0	0	413	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	4	102	0	155	34	448	0	0	413	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	4	102	0	155	34	448	0	0	413	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	4	102	0	155	34	448	0	0	413	70
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:	0.29	0.14	0.57	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.71	0.29
Final Sat.:	429	214	857	1500	0	1500	1500	3000	0	1500	2565	435
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.02	0.15	0.00	0.00	0.16	0.16
Crit Volume:	2					155	34				242	
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):	0.876
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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			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:	561	515	0	0	492	94	195	0	173	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:	561	515	0	0	492	94	195	0	173	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:	561	515	0	0	492	94	195	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	561	515	0	0	492	94	195	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:	561	515	0	0	492	94	195	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:	0.39	0.36	0.00	0.00	0.35	0.07	0.14	0.00	0.00	0.00	0.00	0.00
Crit Volume:	561				492		195				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):	0.734
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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:	100	984	217	19	449	192	71	56	317	173	33	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:	100	984	217	19	449	192	71	56	317	173	33	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:	100	984	217	19	449	192	71	56	317	173	33	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	984	217	19	449	192	71	56	317	173	33	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:	100	984	217	19	449	192	71	56	317	173	33	29
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	2253	497	1375	1926	824	769	606	1375	1375	732	643
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.01	0.23	0.23	0.09	0.09	0.23	0.13	0.05	0.05
Crit Volume:			601	19					317	173		
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):	0.838
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	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:	57	899	98	200	652	85	83	610	46	126	409	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	899	98	200	652	85	83	610	46	126	409	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	899	98	200	652	85	83	610	46	126	409	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	899	98	200	652	85	83	610	46	126	409	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	899	98	200	652	85	83	610	46	126	409	327
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	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1375	2480	270	1375	2750	1375	1375	2557	193	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.15	0.24	0.06	0.06	0.24	0.24	0.09	0.15	0.24
Crit Volume:			499	200				328		126		
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):	0.589
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

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	706	501	117	558	32	55	328	96	416	321	147
Growth Adj:	1.00	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	706	501	117	558	32	55	328	96	416	321	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	706	501	117	558	32	55	328	96	416	321	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	706	501	117	558	32	55	328	96	416	321	147
PCE Adj:	1.00	1.00	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	706	501	129	558	32	61	328	96	458	321	147
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	1.89	0.11	2.00	2.00	1.00	2.00	1.37	0.63
Final Sat.:	2750	2750	1375	2750	2601	149	2750	2750	1375	2750	1886	864
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.36	0.05	0.21	0.21	0.02	0.12	0.07	0.17	0.17	0.17
Crit Volume:		353			64			164			229	
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

****

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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
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):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	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	66	0	23	124	324	0	0	511	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	66	0	23	124	324	0	0	511	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	23	124	324	0	0	511	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	23	124	324	0	0	511	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	66	0	23	124	324	0	0	511	160
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	2170	680
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.09	0.11	0.00	0.00	0.24	0.24
Crit Volume:	0			66			124					336
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[15.3]

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	6	0	0	2	226	262	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	226	262	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	226	262	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	226	262	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:	528	527	xxxxx	xxxx	530	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	464	459	xxxxx	xxxx	457	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	314	373	xxxxx	xxxx	372	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01	0.02	xxxx	xxxx	0.01	0.21	0.16	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	7.6	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.:	356	xxxx	xxxxx	xxxx	xxxx	1055	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	15.3	xxxx	xxxxx	xxxxx	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	C	*	*	*	*	A	*	*	*	*	*	*		
ApproachDel:	15.3			8.8			xxxxxx			xxxxxx				
ApproachLOS:	C			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): 0.0 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	284	0	0	707	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	284	0	0	707	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	284	0	0	707	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	284	0	0	707	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:	638	995	xxxxx	993	993	356	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	633	429	xxxxx	476	429	844	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	633	429	xxxxx	476	429	844	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.

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

Intersection #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[13.2]

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:	40	0	39	0	0	0	0	423	14	6	499	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	0	39	0	0	0	0	423	14	6	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	39	0	0	0	0	423	14	6	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	39	0	0	0	0	423	14	6	499	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:	685	934	212	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	437	xxxx	xxxxx
Potent Cap.:	387	268	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Move Cap.:	385	266	800	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1134	xxxx	xxxxx
Volume/Cap:	0.10	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	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	518	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	13.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		13.2		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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): 1.4 Worst Case Level Of Service: B[11.6]

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:	32	488		0		0	475		0		14		0		95		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:	32	488		0		0	475		0		14		0		95		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:	32	488		0		0	475		0		14		0		95		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	32	488		0		0	475		0		14		0		95		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:	475	xxxx	xxxxx	xxxx	xxxx	xxxxx					783		1027		238	xxxx	xxxx	xxxxx		
Potent Cap.:	1098	xxxx	xxxxx	xxxx	xxxx	xxxxx					335		236		770	xxxx	xxxx	xxxxx		
Move Cap.:	1098	xxxx	xxxxx	xxxx	xxxx	xxxxx					327		229		770	xxxx	xxxx	xxxxx		
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx					0.04		0.00		0.12	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	8.4	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		656	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		0.6	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		11.6	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		B			*		*		
ApproachDel:	xxxxxx			xxxxxx							11.6					xxxxxx				
ApproachLOS:	*			*							B					*				

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): 5.7 Worst Case Level Of Service: C[23.4]

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	1345		355		62	432		0		54		0	596		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	1345		355		62	432		0		54		0	596		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	1345		355		62	432		0		54		0	596		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	1345		355		62	432		0		54		0	596		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		1700	xxxx		xxxxx		1229		xxxx	216		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		380	xxxx		xxxxx		173		xxxx	795		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		380	xxxx		xxxxx		151		xxxx	795		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.16	xxxx		xxxx		0.36		xxxx	0.75		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.6	xxxx		xxxxx		1.5		xxxx	7.0		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		16.3	xxxx		xxxxx		41.4		xxxx	21.8		xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		C	*		*		E		*	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					23.4					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 #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: F[61.3]

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	1821	120		0	965	85		0	0	164		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	1821	120		0	965	85		0	0	164		0	0	238	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1821	120		0	965	85		0	0	164		0	0	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	1821	120		0	965	85		0	0	164		0	0	238	
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	364		xxxx	xxxx	911	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	638		xxxx	xxxx	281	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	638		xxxx	xxxx	281	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.26		xxxx	xxxx	0.85	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1.0		xxxx	xxxx	7.1	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	12.6		xxxxx	xxxx	61.3	
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				12.6				61.3			
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):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

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	102	221	204	101	0	0	0	0	333	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	102	221	204	101	0	0	0	0	333	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	102	221	204	101	0	0	0	0	333	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	102	221	204	101	0	0	0	0	333	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	102	221	204	101	0	0	0	0	333	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	0.32	0.68	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	199	431	537	580	0	0	0	0	1452	-505	86
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.51	0.51	0.38	0.17	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.36
Crit Moves:		****		****								****
Delay/Veh:	0.0	14.1	14.1	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	14.1	13.0	9.9	0.0	0.0	0.0	0.0	13.0	13.2	13.2
LOS by Move:	*	B	B	B	A	*	*	*	*	B	B	B
ApproachDel:		14.1			12.0		xxxxxx				12.9	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		14.1			12.0		xxxxxx				12.9	
LOS by Appr:		B			B		*				B	
AllWayAvgQ:	1.0	1.0	1.0	0.6	0.2	0.0	0.0	0.0	0.0	0.5	0.5	0.5

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): 1.8 Worst Case Level Of Service: C[16.9]

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	324	17	4	326	17	2	46	15	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	324	17	4	326	17	2	46	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	324	17	4	326	17	2	46	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	324	17	4	326	17	2	46	15	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:	343	xxxx	xxxxx	341	xxxx	xxxxx	583	762	172	xxxx	xxxx	xxxxx
Potent Cap.:	1227	xxxx	xxxxx	1229	xxxx	xxxxx	448	337	849	xxxx	xxxx	xxxxx
Move Cap.:	1227	xxxx	xxxxx	1229	xxxx	xxxxx	436	325	849	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.14	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:	8.0	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	329	xxxx	384	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	17.8	xxxx	16.2	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			16.9			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Interim Year 2023 without Project Conditions

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	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	543	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	543	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	543	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	543	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	543	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	2374	476	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				326			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):	0.611
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	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	336	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	336	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	336	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	370	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	0.09	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	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):	0.612
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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
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	398	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	398	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	398	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	398	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	398	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		398		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	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:	355	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:	355	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:	355	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:	355	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:	0.25	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):	0.387
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	336	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	336	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	336	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	336	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	336	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	2.19	0.81	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3119	1156	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				414	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):	0.875
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	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	944	30	81	2375	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	944	30	81	2375	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	944	30	81	2375	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	944	30	81	2375	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	944	30	81	2375	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	4037	238	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				838		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):	0.620
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:	29	1003	117	258	1935	28	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:	29	1003	117	258	1935	28	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:	29	1003	117	258	1935	28	3	1	22	44	1	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1003	117	258	1935	28	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:	29	1003	117	258	1935	28	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	2.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2552	298	1425	4214	61	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.18	0.46	0.46	0.00	0.00	0.02	0.03	0.00	0.04
Crit Volume:			560	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):	1.008
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	852	171	125	1555	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	852	171	125	1555	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	852	171	125	1555	270	248	50	308	108	73	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	852	171	125	1555	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	852	171	125	1555	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	0.31	0.12	0.09	0.57	0.20	0.10	0.04	0.22	0.08	0.09	0.09
Crit Volume:	193				778				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):	0.580
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	954	73	17	1731	19	69	10	39	42	25	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:	53	954	73	17	1731	19	69	10	39	42	25	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:	53	954	73	17	1731	19	69	10	39	42	25	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	954	73	17	1731	19	69	10	39	42	25	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:	53	954	73	17	1731	19	69	10	39	42	25	96
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	0.21	0.79
Final Sat.:	1425	2647	203	1425	4229	46	1425	291	1134	1425	294	1131
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.41	0.41	0.05	0.03	0.03	0.03	0.08	0.08
Crit Volume:	53				583		69					121
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	915	79	201	1472	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	915	79	201	1472	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	915	79	201	1472	158	290	1097	240	125	684	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	915	79	201	1472	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	915	79	201	1472	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	0.33	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	686	82	192	1265	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	686	82	192	1265	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	686	82	192	1265	91	158	612	53	178	516	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	686	82	192	1265	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	686	82	192	1265	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	2456	294	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	0.11	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	681	87	236	1340	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	681	87	236	1340	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	681	87	236	1340	94	115	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	681	87	236	1340	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	681	87	236	1340	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				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	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):	0.824
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	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	819	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	819	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	819	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	819	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	819	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	2706	294
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	0.30	0.30
Crit Volume:		0		628			154					454
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:	167	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			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:	291	263	0	0	465	77	510	0	545	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	545	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	468	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	468	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	468	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	468	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	468	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	1775	975	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	898	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	898	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	898	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	898	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	898	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):	0.852
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	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	869	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	869	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	869	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	869	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	869	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	2364	386
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					505
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):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	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	662	287	1629	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	662	287	1629	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	662	287	1629	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	662	287	1629	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	662	316	1629	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	0.57	0.00
Crit Volume:	0					175		173			815	
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):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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:	953	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:	953	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:	953	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:	953	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:	1048	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.:	2703	147	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:	553			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):	0.279
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	100	457	0	0	307	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:	0	0	0	112	0	8	100	457	0	0	307	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:	0	0	0	112	0	8	100	457	0	0	307	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	8	100	457	0	0	307	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	8	100	457	0	0	307	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:	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	2352	498
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	0.13	0.13
Crit Volume:			0	112			100					186
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[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.

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

Intersection #102 Clybourne & Empire

Average Delay (sec/veh): 0.6 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		526		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		526		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		526		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		526		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:	701	xxxx	xxxxx	xxxx		866		174	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	525	xxxx	xxxxx	xxxx		475		963	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	502	xxxx	xxxxx	xxxx		475		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	612		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.

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[25.3]

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:	12	0	4	0	0	0	0	1063	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	1063	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	1063	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	1063	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:	1256	1397	532	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1149	xxxx	xxxxx
Potent Cap.:	166	142	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	xxxxx
Move Cap.:	161	136	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	xxxxx
Volume/Cap:	0.07	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	193	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	25.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		25.3		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[21.5]

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:	127	293	0	0	1045	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	1045	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	1045	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	1045	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:	1128	xxxx	xxxxx	xxxx	xxxx	xxxxx	1487	1634	564	xxxx	xxxx	xxxxx				
Potent Cap.:	627	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	102	474	xxxx	xxxx	xxxxx				
Move Cap.:	627	xxxx	xxxxx	xxxx	xxxx	xxxxx	99	81	474	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:	12.2	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	322	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	21.5	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			21.5			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):    190.8       Worst Case Level Of Service: F[488.8]
********************************************************************************
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  561   140    95 1068     0   201    0   989     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 1068     0   201    0   989     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 1068     0   201    0   989     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  561   140    95 1068     0   201    0   989     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  1539 xxxx   534  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   905 xxxx xxxxx   108 xxxx   496  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   905 xxxx xxxxx   100 xxxx   496  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.10 xxxx  xxxx  2.02 xxxx  1.99  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.1 xxxx  67.2  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.4 xxxx xxxxx 561.0 xxxx 474.1 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            488.8           xxxxxx
ApproachLOS:         *                *                F                *
********************************************************************************
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): 11.0 Worst Case Level Of Service: F[119.6]

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	917	126	0	2178	237	0	0	343	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	917	126	0	2178	237	0	0	343	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	917	126	0	2178	237	0	0	343	0	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	917	126	0	2178	237	0	0	343	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	845	xxxx	xxxx	459
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	311	xxxx	xxxx	555
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	311	xxxx	xxxx	555
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.10	xxxx	xxxx	0.32
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	13.5	xxxx	xxxx	1.4
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	119.6	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			119.6			14.6		
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):	0.886
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): 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.

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):	0.454
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	775	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	775	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	775	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	775	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	775	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	2684	166
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					412
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):	0.197
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	455	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	455	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	455	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	455	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	455	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	0.16	0.00
Crit Volume:	53				0		0				228	
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):	0.233
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:	143	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:	143	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:	143	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:	143	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:	157	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:	79				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):	0.877
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	2205	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	2205	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	2205	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	2205	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	2205	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	0.78	0.78	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1106			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):	0.928
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	1171	9	14	0	35	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	1171	9	14	0	35	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	1171	9	14	0	35	107	1	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1742	47	62	1171	9	14	0	35	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	1171	9	14	0	35	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	4242	33	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.63	0.04	0.28	0.28	0.01	0.00	0.02	0.08	0.00	0.25
Crit Volume:			895	62			14					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):	0.909
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	1087	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	1087	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	1087	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	1087	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	1087	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	0.40	0.14	0.12	0.04	0.23	0.13	0.17	0.17
Crit Volume:	206				543				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	1353	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	1353	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	1353	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	1353	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	1353	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	2.95	0.05	1.00	0.11	0.89	1.00	0.16	0.84
Final Sat.:	1425	2766	84	1425	4207	68	1425	153	1272	1425	233	1193
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.32	0.32	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):	1.223
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):	0.188
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	50	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	50	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	50	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	50	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	50	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	727	2273	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	690	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	690	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	690	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	690	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	690	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	0.23	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			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:	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):	0.780
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:	111	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:	111	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:	111	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:	111	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:	111	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):	0.895
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	251	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	251	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	251	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	251	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	251	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:		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):	1.024
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	1116	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	1116	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	1116	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	1116	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	1116	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	0.41	0.12	0.24	0.40	0.40
Crit Volume:			771	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):	0.602
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	949	1308	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	949	1308	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	949	1308	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	949	1308	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	949	1308	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	0.92	0.04	0.48	0.00
Crit Volume:	0			169				475			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	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:	795	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:	795	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:	795	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:	875	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:	1.67	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	398	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	398	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	398	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	398	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	398	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	0.14	0.00	0.00	0.27	0.27
Crit Volume:	0			78			108					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.

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.

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[16.2]

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:	76	0	42	0	0	0	0	464	22	6	535	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	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0	42	0	0	0	0	464	22	6	535	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	535	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:	744	1011	232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx
Potent Cap.:	355	241	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Move Cap.:	353	240	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	438	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	16.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.2		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[20.7]

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:	47	523		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	523		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	523		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	523		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					871		1133	262		xxxx	xxxx	xxxxx		
Potent Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx					294		205	743		xxxx	xxxx	xxxxx		
Move Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx					284		196	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		479	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		20.7	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		C	*		*		*		
ApproachDel:	xxxxxx			xxxxxx							20.7			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): 6.6 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.

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

Intersection #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 13.6 Worst Case Level Of Service: F[182.1]

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	2120	142		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	2120	142		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	2120	142		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	2120	142		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	1060	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	607		xxxx	xxxx	224	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	607		xxxx	xxxx	224	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.30		xxxx	xxxx	1.23	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1.2		xxxx	xxxx	14.0	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	13.4		xxxxx	xxxx	182.1	
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				182.1			
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): 0.679
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	311	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	311	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	311	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	311	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	311	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	1367	-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:	1.9	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[17.5]

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	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:	40	326	17	4	342	18	2	52	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:	40	326	17	4	342	18	2	52	18	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	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:	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	377	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.

Interim Year 2023 with Project Conditions

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):	0.785
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	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	543	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	543	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	543	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	543	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	543	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	2374	476	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				326			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):	0.611
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	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	336	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	336	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	336	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	370	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	0.09	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	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):	0.612
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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
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	44	404	0	0	412	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	0	68	44	404	0	0	412	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	44	404	0	0	412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	68	44	404	0	0	412	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	44	404	0	0	412	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	0.00	1.00	1.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	1425	1425	1425	0	0	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.03	0.28	0.00	0.00	0.14	0.00
Crit Volume:	0					68		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):	0.687
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	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:	355	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:	355	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:	355	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:	355	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:	0.25	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):	0.401
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	357	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	357	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	357	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	357	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	357	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	2.18	0.82	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3103	1172	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	0.11	0.00
Crit Volume:	130				0			434		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):	0.875
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	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	2375	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	2375	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	2375	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	2375	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	2375	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	4037	238	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				838		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):	0.752
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:	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	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:	1.00	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	1824	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	3972	303	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					654			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):	0.863
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	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:	58	976	171	152	1697	160	138	21	172	108	44	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:	58	976	171	152	1697	160	138	21	172	108	44	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:	58	976	171	152	1697	160	138	21	172	108	44	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	976	171	152	1697	160	138	21	172	108	44	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:	58	976	171	152	1697	160	152	21	172	108	44	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	517	858
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.12	0.11	0.62	0.12	0.06	0.02	0.13	0.08	0.09	0.09
Crit Volume:	58				849				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):	0.537
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	1006	21	17	1725	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	1006	21	17	1725	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	1006	21	17	1725	31	81	10	39	0	25	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1006	21	17	1725	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	1006	21	17	1725	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				585		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):	1.084
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	915	79	201	1472	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	915	79	201	1472	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	915	79	201	1472	158	290	1097	240	125	684	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	915	79	201	1472	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	915	79	201	1472	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	0.33	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	686	82	192	1265	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	686	82	192	1265	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	686	82	192	1265	91	158	612	53	178	516	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	686	82	192	1265	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	686	82	192	1265	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	2456	294	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	0.11	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	681	87	236	1340	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	681	87	236	1340	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	681	87	236	1340	94	115	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	681	87	236	1340	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	681	87	236	1340	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				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	145	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	145	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	145	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	145	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	145	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	1236	264
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):	0.804
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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	759	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	759	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	759	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	759	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	759	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	1.79	0.21
Final Sat.:	0	1500	0	1500	1203	297	1500	3000	0	1500	2685	315
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	0.28	0.28
Crit Volume:		0		628			154					424
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:	167	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			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:	291	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:	291	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:	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):	0.773
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	508	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	508	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	508	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	508	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	508	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	1826	924	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	893	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	893	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	893	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	893	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	893	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	0.32	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):	0.834
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	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	72	81	575	139	439	812	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	72	81	575	139	439	812	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	72	81	575	139	439	812	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	557	408	108	1056	72	81	575	139	439	812	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	72	89	575	139	483	812	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	1.70	0.30
Final Sat.:	2750	2750	1375	2750	2574	176	2750	2750	1375	2750	2341	409
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	0.35	0.35
Crit Volume:	54					564		288		241		
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):	0.680
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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	1589	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	1589	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1589	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	1589	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	1589	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	0.56	0.00
Crit Volume:	0					175		173			795	
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):	0.802
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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:	913	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:	913	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:	913	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:	913	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:	1004	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:	1.89	0.11	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2697	153	1425	0	0	0	2850	2850	0	0	2431	419
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	531			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):	0.225
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	0	1	418	0	0	273	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	418	0	0	273	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	418	0	0	273	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	0	1	418	0	0	273	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	418	0	0	273	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	1.75	0.25
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2494	356
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	0.11	0.11
Crit Volume:	0			112				209		0		
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[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.

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

Intersection #102 Clybourne & Empire

Average Delay (sec/veh): 0.6 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		526		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		526		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		526		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		526		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:	701	xxxx	xxxxx	xxxx		866		174	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	525	xxxx	xxxxx	xxxx		475		963	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	502	xxxx	xxxxx	xxxx		475		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			612			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.

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[27.6]

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:	21	0	4	0	0	0	0	1053	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	1053	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	1053	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	1053	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:	1242	1378	527	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1149	xxxx	xxxxx
Potent Cap.:	170	146	501	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	xxxx	xxxxx
Move Cap.:	164	140	501	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	615	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	184	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	27.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		27.6		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): 4.0 Worst Case Level Of Service: D[26.3]

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:	197	284		0		0	1035		83		13		0		160		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:	197	284		0		0	1035		83		13		0		160		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:	197	284		0		0	1035		83		13		0		160		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	197	284		0		0	1035		83		13		0		160		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:	1118	xxxx	xxxxx	xxxx	xxxx	xxxxx					1613		1755		559	xxxx	xxxx	xxxxx		
Potent Cap.:	632	xxxx	xxxxx	xxxx	xxxx	xxxxx					97		86		478	xxxx	xxxx	xxxxx		
Move Cap.:	632	xxxx	xxxxx	xxxx	xxxx	xxxxx					74		59		478	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		338		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		26.3		xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		D		*	*		*		
ApproachDel:	xxxxxx			xxxxxx							26.3					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 #105 Hollywood & I-5 SB Ramps

Average Delay (sec/veh): 190.8 Worst Case Level Of Service: F[488.8]

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	561		140		95	1068		0		201		0	989		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	1068		0		201		0	989		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	1068		0		201		0	989		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	561		140		95	1068		0		201		0	989		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		1539		xxxx	534		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		905	xxxx		xxxxx		108		xxxx	496		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		905	xxxx		xxxxx		100		xxxx	496		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.10	xxxx		xxxx		2.02		xxxx	1.99		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4	xxxx		xxxxx		17.1		xxxx	67.2		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		9.4	xxxx		xxxxx		561.0		xxxx	474.1		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					488.8					xxxxxx				
ApproachLOS:	*					*					F					*				

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): 13.9 Worst Case Level Of Service: F[145.0]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	2157	258	0	0	364	0	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	897	148	0	2157	258	0	0	364	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	848	xxxx	xxxx	449
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	309	xxxx	xxxx	563
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	309	xxxx	xxxx	563
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.18	xxxx	xxxx	0.36
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	15.6	xxxx	xxxx	1.6
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	145.0	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			145.0			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):	0.702
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			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:	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:				****			****					****

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.

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.

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.

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.

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.

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.

Interim Year 2023 with Project Conditions

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):	0.786
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	547	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	547	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	547	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	547	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	547	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	2376	474	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				328			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):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

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	481	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	481	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	481	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	481	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	481	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	0.34	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					188	481				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	1093	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	1093	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	1093	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	1093	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	1093	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	2759	91	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			564			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):	0.362
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	53	380	0	0	374	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	178	0	77	53	380	0	0	374	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	178	0	77	53	380	0	0	374	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	77	53	380	0	0	374	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	196	0	77	53	380	0	0	374	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	1.44	0.00	0.56	1.00	1.00	0.00	0.00	1.56	0.44
Final Sat.:	0	0	0	2046	0	804	1425	1425	0	0	2221	629
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	0.17	0.17
Crit Volume:	0					136		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):	0.690
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	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:	355	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:	355	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:	355	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:	355	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:	0.25	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		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):	0.388
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	340	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	340	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	340	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	340	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	340	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	2.18	0.82	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3109	1166	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				416	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):	0.880
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	155	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	2395	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	2395	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	2395	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	2395	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	2395	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	2763	87	1425	4039	236	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.06	0.59	0.59	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387					845	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	1948	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	1948	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	1948	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	1948	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	1948	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	0.46	0.46	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):	0.991
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:	180	868	171	125	1566	238	213	49	291	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:	180	868	171	125	1566	238	213	49	291	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:	180	868	171	125	1566	238	213	49	291	108	73	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	868	171	125	1566	238	213	49	291	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:	180	868	171	125	1566	238	234	49	291	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:	0.13	0.32	0.12	0.09	0.57	0.17	0.09	0.04	0.21	0.08	0.09	0.09
Crit Volume:	180				783				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):	0.585
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	947	86	17	1725	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	947	86	17	1725	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	947	86	17	1725	19	69	10	39	59	25	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	947	86	17	1725	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	947	86	17	1725	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	2613	237	1425	4228	47	1425	291	1134	1425	272	1153
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.41	0.41	0.05	0.03	0.03	0.04	0.09	0.09
Crit Volume:	53				581		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):	1.085
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	920	79	201	1475	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	920	79	201	1475	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	920	79	201	1475	158	290	1097	240	125	684	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	920	79	201	1475	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	920	79	201	1475	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	0.33	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	691	82	192	1268	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	691	82	192	1268	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	691	82	192	1268	91	158	612	53	178	516	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	691	82	192	1268	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	691	82	192	1268	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	2458	292	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:	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	686	87	236	1343	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	686	87	236	1343	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	686	87	236	1343	94	115	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	686	87	236	1343	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	686	87	236	1343	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	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	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	40	83	261	20	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:	53	53	40	83	261	20	150	152	28	172	146	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	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	40	83	261	20	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	411	342	1076	82	1500	1267	233	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			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):	0.820
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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	806	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	806	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	806	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	806	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	806	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	1200	300	1500	3000	0	1500	2702	298
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			155					448
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:	167	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			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:	291	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:	291	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:	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):	0.758
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	466	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	466	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	466	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	466	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	466	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	1772	978	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	895	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	895	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	895	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	895	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	895	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):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	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	108	1056	72	82	610	135	439	867	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:	92	557	408	108	1056	72	82	610	135	439	867	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:	92	557	408	108	1056	72	82	610	135	439	867	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	557	408	108	1056	72	82	610	135	439	867	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:	101	557	408	119	1056	72	90	610	135	483	867	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	2574	176	2750	2750	1375	2750	2363	387
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:	51					564	45					504
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):	0.694
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	345	662	287	1627	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	1627	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1627	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	1627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	1627	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	0.57	0.00
Crit Volume:	0					175		173			813	
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):	0.816
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	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:	953	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:	953	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:	953	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:	953	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:	1048	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.:	2703	147	1425	0	0	0	2850	2850	0	0	2430	420
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:	553			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):	0.302
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	450	0	0	307	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	450	0	0	307	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	450	0	0	307	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	21	139	450	0	0	307	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	450	0	0	307	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	1.71	0.29
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2430	420
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	0.13	0.13
Crit Volume:			0	112			139					180
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[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.

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	0	0	3	0	0	0	529	0	0	0	0	333	0	0	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	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	3	0	0	0	529	0	0	0	0	333	0	0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	3	0	0	0	529	0	0	0	0	333	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	3	0	0	0	529	0	0	0	0	333	0	0	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:	696	872	xxxxx	xxxx	xxxx	172	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	528	472	xxxxx	xxxx	xxxx	965	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	527	472	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.

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[25.4]

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:	12	0	4	0	0	0	0	1067	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	1067	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	1067	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	1067	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:	1261	1403	534	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1153	xxxx	xxxxx
Potent Cap.:	165	141	496	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	613	xxxx	xxxxx
Move Cap.:	160	135	496	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	613	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	25.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		25.4		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[21.6]

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	295	0	0	1049	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	1049	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	1049	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	1049	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:	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx	1492	1640	566	xxxx	xxxx	xxxxx				
Potent Cap.:	625	xxxx	xxxxx	xxxx	xxxx	xxxxx	116	101	473	xxxx	xxxx	xxxxx				
Move Cap.:	625	xxxx	xxxxx	xxxx	xxxx	xxxxx	98	81	473	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:	12.2	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	320	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.

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):    195.3       Worst Case Level Of Service: F[501.4]
******************************************************************************
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  562   149    95 1076     0   201    0   997     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 1076     0   201    0   997     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 1076     0   201    0   997     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  562   149    95 1076     0   201    0   997     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  1547 xxxx   538  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   898 xxxx xxxxx   107 xxxx   493  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   898 xxxx xxxxx    98 xxxx   493  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.04 xxxx  2.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.2 xxxx  68.5  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 574.2 xxxx 486.8 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            501.4           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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): 11.7 Worst Case Level Of Service: F[127.2]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	2194	237	0	0	347	0	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	926	128	0	2194	237	0	0	347	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	850	xxxx	xxxx	463
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	308	xxxx	xxxx	551
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	308	xxxx	xxxx	551
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.13	xxxx	xxxx	0.33
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	14.1	xxxx	xxxx	1.4
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	127.2	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			127.2			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):	0.704
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			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:	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:				****			****					****

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	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	1.00	
PHF Adj:	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	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.

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.

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.

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.

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      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.
*******************************************************************************
```

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.

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.

Interim Year 2023 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):	0.784
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	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	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:	27	807	27	375	994	44	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:	27	807	27	375	994	44	115	541	109	19	123	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	807	27	375	994	44	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:	27	807	27	375	994	44	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	1.94	0.06	1.00	1.92	0.08	1.00	1.66	0.34	1.00	1.21	0.79
Final Sat.:	1425	2758	92	1425	2729	121	1425	2372	478	1425	1727	1123
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				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):	0.801
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):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

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	483	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	483	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	483	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	483	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	483	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	0.34	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					188	483				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):	0.611
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	1087	36	2	210	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	1087	36	2	210	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	1087	36	2	210	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	86	8	206	258	1087	36	2	210	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	1087	36	2	210	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	2648	202
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			561			113	
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):	0.361
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	76	50	379	0	0	385	102
Growth Adj:	1.00	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	76	50	379	0	0	385	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	178	0	76	50	379	0	0	385	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	76	50	379	0	0	385	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	196	0	76	50	379	0	0	385	102
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.44	0.00	0.56	1.00	1.00	0.00	0.00	1.58	0.42
Final Sat.:	0	0	0	2053	0	797	1425	1425	0	0	2253	597
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	0.17	0.17
Crit Volume:	0					136		379		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):	0.686
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	652	121	0	0	0	461	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	652	121	0	0	0	461	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	652	121	0	0	0	461	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	415	0	0	652	121	0	0	0	461	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	652	121	0	0	0	507	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	0.00	0.29
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2441	0	409
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				326			0				296
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):	0.386
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	334	8	283	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	334	8	283	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	334	8	283	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	334	8	283	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	334	8	283	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	2.19	0.81	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3124	1151	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				414	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:	106	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:	106	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:	106	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:	106	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:	117	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:	58				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):	0.873
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	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	941	30	81	2366	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	941	30	81	2366	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	941	30	81	2366	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	941	30	81	2366	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	941	30	81	2366	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	4036	239	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				835		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):	0.619
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	1014	117	258	1943	11	0	0	0	44	0	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	1014	117	258	1943	11	0	0	0	44	0	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	1014	117	258	1943	11	0	0	0	44	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1014	117	258	1943	11	0	0	0	44	0	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	1014	117	258	1943	11	0	0	0	44	0	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	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2555	295	1425	4251	24	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.18	0.46	0.46	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		566		258			0					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):	0.982
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:	175	847	171	125	1555	231	212	49	290	108	72	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:	175	847	171	125	1555	231	212	49	290	108	72	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:	175	847	171	125	1555	231	212	49	290	108	72	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	847	171	125	1555	231	212	49	290	108	72	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:	175	847	171	125	1555	231	233	49	290	108	72	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	839	536
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.12	0.09	0.57	0.17	0.08	0.04	0.21	0.08	0.09	0.09
Crit Volume:	175				778				290	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):	0.579
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	926	89	17	1713	19	69	10	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	926	89	17	1713	19	69	10	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	926	89	17	1713	19	69	10	39	60	25	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	926	89	17	1713	19	69	10	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	926	89	17	1713	19	69	10	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	0.20	0.80	1.00	0.20	0.80
Final Sat.:	1425	2600	250	1425	4228	47	1425	291	1134	1425	283	1142
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.41	0.41	0.05	0.03	0.03	0.04	0.09	0.09
Crit Volume:	53					577	69					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):	1.082
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	905	79	201	1467	157	288	1097	240	125	684	205
Growth Adj:	1.00	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	905	79	201	1467	157	288	1097	240	125	684	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	905	79	201	1467	157	288	1097	240	125	684	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	905	79	201	1467	157	288	1097	240	125	684	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	905	79	201	1467	157	288	1097	240	125	684	205
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	0.17	0.09	0.25	0.15
Crit Volume:	81				733			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):	0.897
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	678	82	192	1261	90	157	612	53	178	516	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:	47	678	82	192	1261	90	157	612	53	178	516	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:	47	678	82	192	1261	90	157	612	53	178	516	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	678	82	192	1261	90	157	612	53	178	516	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	678	82	192	1261	90	157	612	53	178	516	85
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	2453	297	1375	2567	183	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					676			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):	0.871
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	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	675	87	236	1337	93	114	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	675	87	236	1337	93	114	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	675	87	236	1337	93	114	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	675	87	236	1337	93	114	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	675	87	236	1337	93	114	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				669			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	109	150	23	53	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	109	150	23	53	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	109	150	23	53	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	19	19	18	58	9	20	109	150	23	53	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	109	150	23	53	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	0.52	1.19	0.29
Final Sat.:	972	528	1500	355	1145	1500	465	2535	1500	775	1787	438
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	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	40	83	261	20	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:	53	53	40	83	261	20	150	152	28	172	146	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	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	40	83	261	20	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	411	342	1076	82	1500	1267	233	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			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):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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	282	0	10	807	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	282	0	10	807	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	282	0	10	807	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	1	70	155	282	0	10	807	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	282	0	10	807	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	1200	300	1500	3000	0	1500	2702	298
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			155					448
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:	167	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			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:	291	263	0	0	465	77	510	0	541	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	541	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):	0.757
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:	84	456	236	35	464	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:	84	456	236	35	464	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:	84	456	236	35	464	257	54	59	413	268	84	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	456	236	35	464	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:	84	456	236	35	464	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	1770	980	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					361			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	895	319	84	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	895	319	84	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	895	319	84	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	895	319	84	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	895	319	84	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):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	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:	94	557	408	108	1056	73	82	608	135	439	865	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:	94	557	408	108	1056	73	82	608	135	439	865	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:	94	557	408	108	1056	73	82	608	135	439	865	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	557	408	108	1056	73	82	608	135	439	865	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:	103	557	408	119	1056	73	90	608	135	483	865	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	2572	178	2750	2750	1375	2750	2362	388
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:	52					565	45					504
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):	0.693
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	343	662	287	1625	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	343	662	287	1625	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	343	662	287	1625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	3	175	0	343	662	287	1625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	343	662	316	1625	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	0.57	0.00
Crit Volume:	0					175		172			813	
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):	0.816
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	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:	953	57	2	0	0	0	87	543	0	0	958	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:	953	57	2	0	0	0	87	543	0	0	958	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:	953	57	2	0	0	0	87	543	0	0	958	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	953	57	2	0	0	0	87	543	0	0	958	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:	1048	57	2	0	0	0	96	543	0	0	958	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	1.70	0.30
Final Sat.:	2703	147	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	0.39	0.39
Crit Volume:	553			0			48					562
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	112	0	24	137	450	0	0	311	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:	0	0	0	112	0	24	137	450	0	0	311	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:	0	0	0	112	0	24	137	450	0	0	311	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	24	137	450	0	0	311	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:	0	0	0	112	0	24	137	450	0	0	311	50
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	2455	395
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	112			137					181
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[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.

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[10.0]

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	0	1	0	0	0	1	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			0		2		4	0	524		0		0	332		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		2		4	0	524		0		0	332		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		2		4	0	524		0		0	332		10	
Reduct Vol:	0	0	0			0		0		0	0	0		0		0	0		0	
FinalVolume:	0	0	0			0		2		4	0	524		0		0	332		10	
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:	691	866	xxxxx	xxxx		861		171		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx			
Potent Cap.:	531	475	xxxxx	xxxx		477		965		xxxx	xxxx	xxxxx		xxxx		xxxx	xxxxx			
Move Cap.:	527	475	xxxxx	xxxx		477		965		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		719		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		10.0		xxxxx	xxxx	xxxxx		xxxxx		xxxx	xxxxx			
Shared LOS:	*	*	*	*		*		B		*	*	*		*		*	*			
ApproachDel:	xxxxxx					10.0				xxxxxx				xxxxxx						
ApproachLOS:	*					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): 0.5 Worst Case Level Of Service: D[25.2]

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:	12	0	4	0	0	0	0	1061	86	26	281	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	1061	86	26	281	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1061	86	26	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	4	0	0	0	0	1061	86	26	281	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:	1254	1394	531	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1147	xxxx	xxxxx
Potent Cap.:	167	143	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	xxxx	xxxxx
Move Cap.:	161	137	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	xxxx	xxxxx
Volume/Cap:	0.07	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	194	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	25.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		25.2		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[21.4]

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	292	0	0	1043	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	292	0	0	1043	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	292	0	0	1043	83	13	0	91	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	127	292	0	0	1043	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:	1126	xxxx	xxxxx	xxxx	xxxx	xxxxx	1485	1631	563	xxxx	xxxx	xxxxx				
Potent Cap.:	628	xxxx	xxxxx	xxxx	xxxx	xxxxx	118	103	475	xxxx	xxxx	xxxxx				
Move Cap.:	628	xxxx	xxxxx	xxxx	xxxx	xxxxx	99	82	475	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:	12.2	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	322	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	21.4	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			21.4			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): 188.6 Worst Case Level Of Service: F[483.3]

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	560		138		95	1065		0		201		0	985		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	560		138		95	1065		0		201		0	985		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	560		138		95	1065		0		201		0	985		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	560		138		95	1065		0		201		0	985		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		698	xxxx		xxxxx		1535		xxxx	533		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		908	xxxx		xxxxx		109		xxxx	497		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		908	xxxx		xxxxx		100		xxxx	497		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.10	xxxx		xxxx		2.00		xxxx	1.98		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.3	xxxx		xxxxx		17.0		xxxx	66.6		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		9.4	xxxx		xxxxx		555.7		xxxx	468.5		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					483.3					xxxxxx				
ApproachLOS:	*					*					F					*				

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): 10.6 Worst Case Level Of Service: F[116.1]

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	915	125	0	2171	237	0	0	341	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	915	125	0	2171	237	0	0	341	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	915	125	0	2171	237	0	0	341	0	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	915	125	0	2171	237	0	0	341	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	842	xxxx	xxxx	458
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	312	xxxx	xxxx	556
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	312	xxxx	xxxx	556
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.09	xxxx	xxxx	0.32
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	13.3	xxxx	xxxx	1.4
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	116.1	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			116.1			14.6		
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):	0.883
Loss Time (sec):	0	Average Delay (sec/veh):	23.8
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	361	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	361	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	361	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	361	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	361	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	36.1	36.1	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	36.1	36.1	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:		36.1			12.5			xxxxxx			14.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		36.1			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:	78	228	44	15	564	132	1	20	51	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:	78	228	44	15	564	132	1	20	51	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:	78	228	44	15	564	132	1	20	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	78	228	44	15	564	132	1	20	51	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	930	1088	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1303	xxxx	xxxxx	270	218	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1303	xxxx	xxxxx	250	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	395	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	0.6	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	25.3	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):	0.702
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	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	220	130	33	306	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	220	130	33	306	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	220	130	33	306	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	971	16	127	1094	74	121	220	130	33	306	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	220	130	33	306	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	1.18	0.82
Final Sat.:	1425	2804	46	1425	2669	181	1425	1791	1059	1425	1687	1163
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				259
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):	0.770
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	796	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	796	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	796	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	796	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	876	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):	0.618
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	364	7	1	514	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	364	7	1	514	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	364	7	1	514	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	364	7	1	514	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	364	7	1	514	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	2496	354
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					294
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:	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	206	1	122	106	388	0	0	756	105
Growth Adj:	1.00	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	206	1	122	106	388	0	0	756	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	206	1	122	106	388	0	0	756	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	1	122	106	388	0	0	756	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	227	1	122	106	388	0	0	756	105
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	1.29	0.01	0.70	1.00	1.00	0.00	0.00	1.76	0.24
Final Sat.:	0	0	0	1847	8	995	1425	1425	0	0	2502	348
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			175			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):	0.831
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	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:	853	705	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:	853	705	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:	853	705	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:	853	705	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:	853	705	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:	853				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):	0.196
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	170	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:	53	0	38	0	0	0	0	413	170	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:	53	0	38	0	0	0	0	413	170	12	453	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	170	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:	53	0	38	0	0	0	0	413	170	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	2.13	0.87	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3028	1247	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				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):	0.232
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:	141	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:	141	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:	141	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:	141	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:	155	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:	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.13	0.05	0.12	0.00
Crit Volume:	78				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):	0.874
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	2196	6	13	1158	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	2196	6	13	1158	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	2196	6	13	1158	31	145	0	400	47	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2196	6	13	1158	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	2196	6	13	1158	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	0.77	0.77	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1101			396		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):	0.923
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	1756	47	62	1182	0	0	0	0	107	0	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	1756	47	62	1182	0	0	0	0	107	0	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	1756	47	62	1182	0	0	0	0	107	0	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1756	47	62	1182	0	0	0	0	107	0	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	1756	47	62	1182	0	0	0	0	107	0	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	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	0.63	0.63	0.04	0.28	0.00	0.00	0.00	0.00	0.08	0.00	0.25
Crit Volume:		902			62			0				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):	0.880
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:	191	1349	129	54	1072	163	250	59	304	177	84	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:	191	1349	129	54	1072	163	250	59	304	177	84	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:	191	1349	129	54	1072	163	250	59	304	177	84	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1349	129	54	1072	163	250	59	304	177	84	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:	191	1349	129	54	1072	163	275	59	304	177	84	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	489	886
Capacity Analysis Module:												
Vol/Sat:	0.14	0.49	0.09	0.04	0.39	0.12	0.10	0.04	0.22	0.13	0.17	0.17
Crit Volume:		675		54					304	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	1159	52	18	1318	22	77	7	58	102	31	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:	76	1159	52	18	1318	22	77	7	58	102	31	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:	76	1159	52	18	1318	22	77	7	58	102	31	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1159	52	18	1318	22	77	7	58	102	31	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:	76	1159	52	18	1318	22	77	7	58	102	31	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:	1.00	1.91	0.09	1.00	2.95	0.05	1.00	0.11	0.89	1.00	0.15	0.85
Final Sat.:	1425	2728	122	1425	4205	70	1425	153	1272	1425	218	1207
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				203
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):	1.218
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	1018	96	194	1230	429	242	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	1018	96	194	1230	429	242	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	1018	96	194	1230	429	242	902	119	118	1298	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1018	96	194	1230	429	242	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	1018	96	194	1230	429	242	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				615		242				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):	0.910
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	930	140	158	778	131	180	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	930	140	158	778	131	180	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	930	140	158	778	131	180	691	25	181	757	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	930	140	158	778	131	180	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	930	140	158	778	131	180	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	2390	360	1375	2354	396	1375	2654	96	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.11	0.33	0.33	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:			535	158			180				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):	0.905
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	965	132	207	709	204	149	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	965	132	207	709	204	149	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	965	132	207	709	204	149	674	101	143	812	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	965	132	207	709	204	149	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	965	132	207	709	204	149	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:		483		207			149				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	49	49	16	135	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	49	49	16	135	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	49	49	16	135	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	38	31	16	49	49	16	135	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	49	49	16	135	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	0.49	1.51	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	110	1390	1500	738	2262	1500	294	2485	221
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			81		
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	749	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	749	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	749	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	749	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	749	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	2659	341
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			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:	567	550	0	0	525	95	317	0	283	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	283	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):	0.783
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:	107	1050	232	20	479	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:	107	1050	232	20	479	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:	107	1050	232	20	479	205	76	60	338	185	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1050	232	20	479	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:	107	1050	232	20	479	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	1926	824	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	292	250	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	292	250	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	292	250	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	292	250	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	292	250	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	99	1112	160	589	819	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	99	1112	160	589	819	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	99	1112	160	589	819	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	737	771	144	660	32	99	1112	160	589	819	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	109	1112	160	648	819	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	2053	697
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.40	0.12	0.24	0.40	0.40
Crit Volume:			771	79				556		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):	0.601
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	945	1308	110	1375	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	945	1308	110	1375	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	945	1308	110	1375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	161	0	945	1308	110	1375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	945	1308	121	1375	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				472			688	
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):	0.732
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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	1016	0	0	580	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	1016	0	0	580	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	1016	0	0	580	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	174	118	0	0	0	236	1016	0	0	580	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	1016	0	0	580	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	2125	725
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			389		
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):	0.428
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	29	155	386	0	0	586	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:	0	0	0	78	0	29	155	386	0	0	586	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:	0	0	0	78	0	29	155	386	0	0	586	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	29	155	386	0	0	586	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	29	155	386	0	0	586	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:	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	2215	635
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			155					377
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.

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	337	0	0	808	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	337	0	0	808	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	337	0	0	808	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	337	0	0	808	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:	741	1149	xxxxx	1147	1147	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	583	379	xxxxx	420	380	814	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	583	379	xxxxx	420	380	814	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.

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[16.2]

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:	76	0	42	0	0	0	0	463	22	6	533	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	463	22	6	533	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	463	22	6	533	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	0	42	0	0	0	0	463	22	6	533	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:	742	1008	232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	xxxxx
Potent Cap.:	356	242	777	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx
Move Cap.:	354	241	777	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1088	xxxx	xxxxx
Volume/Cap:	0.21	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	439	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	16.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.2		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[20.7]

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:	47	521		0		0	507		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	521		0		0	507		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	521		0		0	507		15		87		0		168		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	47	521		0		0	507		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:	522	xxxx	xxxxx	xxxx	xxxx	xxxxx					869		1130		261	xxxx	xxxx	xxxxx		
Potent Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx					295		206		744	xxxx	xxxx	xxxxx		
Move Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx					285		196		744	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		480		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		20.7		xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		C		*	*		*		
ApproachDel:	xxxxxx			xxxxxx							20.7					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): 6.5 Worst Case Level Of Service: D[27.8]

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	1468		407		71	463		0		56		0	618		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	1468		407		71	463		0		56		0	618		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	1468		407		71	463		0		56		0	618		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	1468		407		71	463		0		56		0	618		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		1875	xxxx		xxxxx		1339		xxxx	232		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		325	xxxx		xxxxx		147		xxxx	777		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		325	xxxx		xxxxx		122		xxxx	777		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		2.0		xxxx	8.2		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		19.2	xxxx		xxxxx		57.4		xxxx	25.1		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					27.8					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): 13.5 Worst Case Level Of Service: F[179.4]

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	2113	140	0	1053	93	0	0	179	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	2113	140	0	1053	93	0	0	179	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	2113	140	0	1053	93	0	0	179	0	0	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2113	140	0	1053	93	0	0	179	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	398	xxxx	xxxx	1057
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	608	xxxx	xxxx	225
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	608	xxxx	xxxx	225
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	1.23
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2	xxxx	xxxx	13.9
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.4	xxxxx	xxxx	179.4
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			179.4		
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):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
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	107	307	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	307	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	307	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	307	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	307	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	159	457	525	564	0	0	0	0	1369	-476	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.67	0.67	0.54	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.39
Crit Moves:			****	****								****
Delay/Veh:	0.0	19.3	19.3	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	19.3	19.3	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:	19.3			14.9			xxxxxx			14.0		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	19.3			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): 1.9 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:	39	326	17	4	342	18	2	52	17	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	342	18	2	52	17	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	342	18	2	52	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	326	17	4	342	18	2	52	17	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	600	780	180	xxxx	xxxx	xxxxx
Potent Cap.:	1210	xxxx	xxxxx	1227	xxxx	xxxxx	437	329	838	xxxx	xxxx	xxxxx
Move Cap.:	1210	xxxx	xxxxx	1227	xxxx	xxxxx	425	317	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	320	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	18.5	xxxx	16.8	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.

Completion Year 2025 without Project Conditions

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	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	543	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:	28	816	28	379	1005	45	115	543	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:	28	816	28	379	1005	45	115	543	109	19	124	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	816	28	379	1005	45	115	543	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:	28	816	28	379	1005	45	115	543	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	1.93	0.07	1.00	1.91	0.09	1.00	1.67	0.33	1.00	1.22	0.78
Final Sat.:	1425	2755	95	1425	2728	122	1425	2374	476	1425	1732	1118
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				326			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):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	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:	164	510	127	85	1102	168	120	208	436	123	122	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:	164	510	127	85	1102	168	120	208	436	123	122	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:	164	510	127	85	1102	168	120	208	436	123	122	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	510	127	85	1102	168	120	208	436	123	122	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:	164	510	127	85	1102	168	120	208	436	123	122	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	0.32	0.09	0.04	0.03
Crit Volume:	0				551				436	123		
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):	0.618
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	19	0	342	502	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	342	502	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	342	502	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	342	502	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	376	502	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	137	0	2713	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	0.43	0.00	0.00	0.13	0.13
Crit Volume:	0					198	502				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	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 #5 Airport & Empire

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:	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	118	0	77	52	408	0	0	413	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	118	0	77	52	408	0	0	413	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	118	0	77	52	408	0	0	413	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	77	52	408	0	0	413	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	77	52	408	0	0	413	45
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	1.80	0.20
Final Sat.:	0	0	0	1789	0	1061	1425	1425	0	0	2570	280
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.04	0.29	0.00	0.00	0.16	0.16
Crit Volume:	0					103		408		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):	0.694
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:	356	416	0	0	663	121	0	0	0	470	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	663	121	0	0	0	470	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	663	121	0	0	0	470	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	416	0	0	663	121	0	0	0	470	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	663	121	0	0	0	517	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	2444	0	406
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				332			0				302
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):	0.392
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	345	8	289	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	345	8	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	345	8	289	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	345	8	289	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	345	8	289	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:			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):	0.359
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:	108	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:	108	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:	108	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:	108	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:	119	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):	0.890
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	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	960	31	84	2436	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	960	31	84	2436	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	960	31	84	2436	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	960	31	84	2436	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	960	31	84	2436	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	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				859		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):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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:	30	1026	119	261	1959	29	3	1	23	45	1	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:	30	1026	119	261	1959	29	3	1	23	45	1	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:	30	1026	119	261	1959	29	3	1	23	45	1	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1026	119	261	1959	29	3	1	23	45	1	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:	30	1026	119	261	1959	29	3	1	23	45	1	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	2.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2554	296	1425	4213	62	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.18	0.47	0.47	0.00	0.00	0.02	0.03	0.00	0.04
Crit Volume:			573	261					23	45		
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):	1.029
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:	202	872	175	127	1574	280	257	52	316	110	76	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:	202	872	175	127	1574	280	257	52	316	110	76	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:	202	872	175	127	1574	280	257	52	316	110	76	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	872	175	127	1574	280	257	52	316	110	76	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:	202	872	175	127	1574	280	283	52	316	110	76	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	0.62	0.38
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	850	525
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.13	0.09	0.57	0.20	0.10	0.04	0.23	0.08	0.09	0.09
Crit Volume:	202				787				316	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:	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	958	74	17	1738	19	70	11	39	42	25	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:	53	958	74	17	1738	19	70	11	39	42	25	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:	53	958	74	17	1738	19	70	11	39	42	25	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	958	74	17	1738	19	70	11	39	42	25	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:	53	958	74	17	1738	19	70	11	39	42	25	96
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	0.22	0.78	1.00	0.21	0.79
Final Sat.:	1425	2646	204	1425	4229	46	1425	314	1112	1425	294	1131
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.41	0.41	0.05	0.04	0.04	0.03	0.08	0.08
Crit Volume:	53				586		70					121
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):	1.094
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	928	80	202	1474	158	295	1110	241	125	692	209
Growth Adj:	1.00	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	928	80	202	1474	158	295	1110	241	125	692	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	928	80	202	1474	158	295	1110	241	125	692	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	928	80	202	1474	158	295	1110	241	125	692	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	928	80	202	1474	158	295	1110	241	125	692	209
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	0.18	0.09	0.25	0.15
Crit Volume:	87				737			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):	0.902
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	696	83	192	1267	91	161	619	53	178	522	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	696	83	192	1267	91	161	619	53	178	522	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	696	83	192	1267	91	161	619	53	178	522	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	696	83	192	1267	91	161	619	53	178	522	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	696	83	192	1267	91	161	619	53	178	522	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	2457	293	1375	2566	184	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					679			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):	0.876
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	691	89	237	1342	94	117	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	691	89	237	1342	94	117	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	691	89	237	1342	94	117	646	126	135	434	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	691	89	237	1342	94	117	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	691	89	237	1342	94	117	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	0.09	0.23	0.09	0.10	0.16	0.10
Crit Volume:	76				671			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	111	152	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:	37	20	20	20	62	10	21	111	152	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:	37	20	20	20	62	10	21	111	152	23	55	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	20	20	20	62	10	21	111	152	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:	37	20	20	20	62	10	21	111	152	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	0.32	1.68	1.00	0.50	1.21	0.29
Final Sat.:	974	526	1500	366	1134	1500	477	2523	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:	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	41	88	277	21	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:	56	56	41	88	277	21	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:	56	56	41	88	277	21	150	153	28	171	147	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	56	41	88	277	21	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:	56	56	41	88	277	21	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.:	549	549	402	342	1076	82	1500	1268	232	1500	1239	261
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			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):	0.836
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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	69	156	290	0	10	828	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	69	156	290	0	10	828	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	69	156	290	0	10	828	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	1	69	156	290	0	10	828	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	69	156	290	0	10	828	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	1207	293	1500	3000	0	1500	2691	309
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.24	0.10	0.10	0.00	0.01	0.31	0.31
Crit Volume:		0		636			156					462
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	611	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	611	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):	0.768
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:	87	462	239	35	473	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:	87	462	239	35	473	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:	87	462	239	35	473	260	54	59	418	271	85	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	462	239	35	473	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:	87	462	239	35	473	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	1775	975	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					367			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	600	71	175	909	324	86	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	600	71	175	909	324	86	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	600	71	175	909	324	86	560	80	197	574	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	600	71	175	909	324	86	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	600	71	175	909	324	86	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	2459	291	1375	2750	1375	1375	2406	344	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.24	0.06	0.23	0.23	0.14	0.21	0.10
Crit Volume:		336		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):	0.863
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	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	413	109	1069	76	85	618	141	446	879	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:	101	557	413	109	1069	76	85	618	141	446	879	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:	101	557	413	109	1069	76	85	618	141	446	879	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	557	413	109	1069	76	85	618	141	446	879	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:	111	557	413	120	1069	76	94	618	141	491	879	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	2567	183	2750	2750	1375	2750	2363	387
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:	56					573	47					512
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):	0.703
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	291	3	177	0	350	670	290	1649	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	350	670	290	1649	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	350	670	290	1649	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	291	3	177	0	350	670	290	1649	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	350	670	319	1649	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		175			825	
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):	0.827
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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	553	0	0	974	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	553	0	0	974	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	553	0	0	974	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	964	58	2	0	0	0	88	553	0	0	974	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	553	0	0	974	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	1.71	0.29
Final Sat.:	2702	148	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:	559				0		48				571	
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):	0.284
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	114	0	8	101	468	0	0	312	66
Growth Adj:	1.00	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	8	101	468	0	0	312	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	114	0	8	101	468	0	0	312	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	114	0	8	101	468	0	0	312	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	114	0	8	101	468	0	0	312	66
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	2352	498
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	0.13	0.13
Crit Volume:		0		114			101				189	
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):      0.6       Worst Case Level Of Service: B[ 12.5]
********************************************************************************
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:      11    0     0     0   19    15     0  538     0     0  336    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   11    0     0     0   19    15     0  538     0     0  336    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    11    0     0     0   19    15     0  538     0     0  336    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   11    0     0     0   19    15     0  538     0     0  336    18
------------|---------------||---------------||---------------||---------------|
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:  716 xxxx xxxxx  xxxx  883   177  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  518 xxxx xxxxx  xxxx  468   961  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    494 xxxx xxxxx  xxxx  468   961  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: 12.5 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   605  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:      12.5             11.3           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): 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	1071	86	26	287	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	1071	86	26	287	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1071	86	26	287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	4	0	0	0	0	1071	86	26	287	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:	1267	1410	536	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx
Potent Cap.:	164	140	495	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	611	xxxx	xxxxx
Move Cap.:	158	134	495	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.

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[21.8]

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	296	0	0	1057	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	296	0	0	1057	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	296	0	0	1057	83	13	0	91	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	127	296	0	0	1057	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:	1140	xxxx	xxxxx	xxxx	xxxx	xxxxx	1501	1649	570	xxxx	xxxx	xxxxx				
Potent Cap.:	620	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	100	470	xxxx	xxxx	xxxxx				
Move Cap.:	620	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	317	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	21.8	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			21.8			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):    200.4       Worst Case Level Of Service: F[514.0]
********************************************************************************
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  562   143    97 1085     0   203    0  1000     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   143    97 1085     0   203    0  1000     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   143    97 1085     0   203    0  1000     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  562   143    97 1085     0   203    0  1000     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   705 xxxx xxxxx  1560 xxxx   543  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   902 xxxx xxxxx   105 xxxx   489  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   902 xxxx xxxxx    96 xxxx   489  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.11 xxxx  2.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.6 xxxx  69.2  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 604.0 xxxx 495.7 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            514.0           xxxxxx
ApproachLOS:         *                *                F                *
********************************************************************************
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): 13.0 Worst Case Level Of Service: F[142.9]

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	933	128	0	2235	243	0	0	351	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	933	128	0	2235	243	0	0	351	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	933	128	0	2235	243	0	0	351	0	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	933	128	0	2235	243	0	0	351	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	867	xxxx	xxxx	467
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	300	xxxx	xxxx	548
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	300	xxxx	xxxx	548
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.17	xxxx	xxxx	0.33
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	15.1	xxxx	xxxx	1.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	142.9	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			142.9			14.8		
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):	0.949
Loss Time (sec):	0	Average Delay (sec/veh):	29.7
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	398	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	398	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	398	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	398	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	398	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	204	420	503	539	0	0	0	0	1339	-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	47.8	47.8	14.3	10.6	0.0	0.0	0.0	0.0	14.9	15.2	15.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.8	47.8	14.3	10.6	0.0	0.0	0.0	0.0	14.9	15.2	15.2
LOS by Move:	*	E	E	B	B	*	*	*	*	B	C	C
ApproachDel:		47.8			13.1			xxxxxx			14.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		47.8			13.1			xxxxxx			14.8	
LOS by Appr:		E			B			*			B	
AllWayAvgQ:	6.8	6.8	6.8	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): 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:	80	232	45	15	564	132	1	20	53	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	232	45	15	564	132	1	20	53	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	232	45	15	564	132	1	20	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	232	45	15	564	132	1	20	53	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	936	1097	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1298	xxxx	xxxxx	267	215	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1298	xxxx	xxxxx	247	193	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	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	25.6	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):	0.714
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	228	134	33	312	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	228	134	33	312	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	228	134	33	312	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	987	16	129	1111	75	124	228	134	33	312	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	228	134	33	312	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	1.19	0.81
Final Sat.:	1425	2805	45	1425	2670	180	1425	1795	1055	1425	1690	1160
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					263
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):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	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:	260	967	134	72	680	167	228	287	325	184	211	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	967	134	72	680	167	228	287	325	184	211	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	967	134	72	680	167	228	287	325	184	211	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	967	134	72	680	167	228	287	325	184	211	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	967	134	72	680	167	228	287	325	184	211	112
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	0.13	0.08	0.08
Crit Volume:	260				340			287		184		
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	20	0	837	289	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	837	289	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	837	289	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	837	289	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	921	289	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	61	0	2789	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	0.24	0.00	0.00	0.26	0.26
Crit Volume:		0				470	289					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):	0.630
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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	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	133	1	123	107	428	0	0	799	52
Growth Adj:	1.00	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	133	1	123	107	428	0	0	799	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	133	1	123	107	428	0	0	799	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	1	123	107	428	0	0	799	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	146	1	123	107	428	0	0	799	52
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	1.08	0.01	0.91	1.00	1.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1543	11	1297	1425	1425	0	0	2676	174
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.08	0.30	0.00	0.00	0.30	0.30
Crit Volume:	0				135		107					426
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):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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:	871	721	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:	871	721	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:	871	721	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:	871	721	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:	871	721	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:	871				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	175	12	455	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	175	12	455	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	175	12	455	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	175	12	455	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	175	12	455	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	3011	1264	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				228	
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):	0.241
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:	148	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:	148	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:	148	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:	148	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:	163	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:	81				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):	0.905
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	2281	6	13	1186	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	2281	6	13	1186	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	2281	6	13	1186	31	145	0	400	48	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2281	6	13	1186	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	2281	6	13	1186	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	2843	7	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:		1143			406		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):	0.950
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:	27	1785	48	63	1190	9	13	0	36	108	1	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:	27	1785	48	63	1190	9	13	0	36	108	1	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:	27	1785	48	63	1190	9	13	0	36	108	1	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1785	48	63	1190	9	13	0	36	108	1	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:	27	1785	48	63	1190	9	13	0	36	108	1	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	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	0.64	0.64	0.04	0.28	0.28	0.01	0.00	0.03	0.08	0.00	0.25
Crit Volume:			917	63			13					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):	0.929
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:	213	1376	132	55	1104	204	244	62	332	180	88	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:	213	1376	132	55	1104	204	244	62	332	180	88	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:	213	1376	132	55	1104	204	244	62	332	180	88	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1376	132	55	1104	204	244	62	332	180	88	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:	213	1376	132	55	1104	204	268	62	332	180	88	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	496	879
Capacity Analysis Module:												
Vol/Sat:	0.15	0.50	0.10	0.04	0.40	0.15	0.10	0.05	0.24	0.13	0.18	0.18
Crit Volume:	213				552				332	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):	0.627
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	1182	36	18	1358	22	77	8	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	1182	36	18	1358	22	77	8	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	1182	36	18	1358	22	77	8	58	81	31	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1182	36	18	1358	22	77	8	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	1182	36	18	1358	22	77	8	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	2.95	0.05	1.00	0.12	0.88	1.00	0.16	0.84
Final Sat.:	1425	2766	84	1425	4207	68	1425	173	1252	1425	233	1193
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.32	0.32	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):	1.237
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	1031	96	197	1254	436	244	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	1031	96	197	1254	436	244	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	1031	96	197	1254	436	244	916	121	120	1319	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1031	96	197	1254	436	244	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	1031	96	197	1254	436	244	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	0.46	0.32	0.18	0.33	0.09	0.09	0.48	0.10
Crit Volume:	170				627		244				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):	0.922
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	940	141	161	795	133	182	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	940	141	161	795	133	182	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	940	141	161	795	133	182	702	25	183	769	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	940	141	161	795	133	182	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	940	141	161	795	133	182	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	2391	359	1375	2356	394	1375	2655	95	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:			541	161			182				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):	0.917
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	975	133	210	723	208	151	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	975	133	210	723	208	151	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	975	133	210	723	208	151	684	102	145	825	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	975	133	210	723	208	151	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	975	133	210	723	208	151	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:		488		210			151				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	52	50	16	137	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	52	50	16	137	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	52	50	16	137	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	4	40	32	17	52	50	16	137	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	52	50	16	137	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	0.49	1.51	1.00	0.19	1.65	0.16
Final Sat.:	1102	398	1500	136	1364	1500	739	2261	1500	289	2476	235
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	0.06
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	140	44	74	32	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	44	74	32	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	44	74	32	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	44	74	32	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	44	74	32	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	440	740	320	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			44			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):	0.983
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	180	55	748	0	2	759	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	180	55	748	0	2	759	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	180	55	748	0	2	759	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	978	0	180	55	748	0	2	759	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	180	55	748	0	2	759	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	2642	358
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	0.29	0.29
Crit Volume:		11		978			55				431	
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	312	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	312	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):	0.793
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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	1067	235	21	489	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:	113	1067	235	21	489	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:	113	1067	235	21	489	208	77	61	344	188	36	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1067	235	21	489	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:	113	1067	235	21	489	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	1929	821	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):	0.908
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	978	106	217	709	293	252	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	978	106	217	709	293	252	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	978	106	217	709	293	252	661	63	127	412	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	978	106	217	709	293	252	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	978	106	217	709	293	252	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	2481	269	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:		542		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):	1.028
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	739	774	144	662	34	104	1120	182	632	824	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:	94	739	774	144	662	34	104	1120	182	632	824	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:	94	739	774	144	662	34	104	1120	182	632	824	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	739	774	144	662	34	104	1120	182	632	824	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:	103	739	774	158	662	34	114	1120	182	695	824	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	1.90	0.10	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	2750	2750	1375	2750	2616	134	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	0.13	0.25	0.40	0.40
Crit Volume:			774	79				560		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):	0.604
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	952	1312	110	1382	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	952	1312	110	1382	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	952	1312	110	1382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	162	0	952	1312	110	1382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	952	1312	121	1382	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				476			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):	0.735
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	1023	0	0	585	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	1023	0	0	585	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	1023	0	0	585	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	797	174	118	0	0	0	236	1023	0	0	585	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	1023	0	0	585	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	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	0.28	0.28
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):	0.409
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	81	0	13	110	414	0	0	599	184
Growth Adj:	1.00	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	13	110	414	0	0	599	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	13	110	414	0	0	599	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	13	110	414	0	0	599	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	13	110	414	0	0	599	184
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	1.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2180	670
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.01	0.08	0.15	0.00	0.00	0.27	0.27
Crit Volume:	0			81			110					392
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.

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		349		0	0		834		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		349		0	0		834		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		349		0	0		834		13
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	5		0		0	0		14		11	0		349		0	0		834		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:	773	xxxx	xxxxx	xxxx		1190		424	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	489	xxxx	xxxxx	xxxx		367		803	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	469	xxxx	xxxxx	xxxx		367		803	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:	12.8	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		482	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:	12.8					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[16.5]

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	474	22	7	544	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	474	22	7	544	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	474	22	7	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	0	42	0	0	0	0	474	22	7	544	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:	760	1032	237	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	496	xxxx	xxxxx
Potent Cap.:	346	235	771	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1078	xxxx	xxxxx
Move Cap.:	345	233	771	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1078	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	429	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): 4.3 Worst Case Level Of Service: C[21.2]

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:	47	531		0		0	516		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	531		0		0	516		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	531		0		0	516		15		87		0		168	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	47	531		0		0	516		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:	531	xxxx	xxxxx	xxxx	xxxx	xxxxx					883		1149		266	xxxx	xxxx	xxxxx		
Potent Cap.:	1047	xxxx	xxxxx	xxxx	xxxx	xxxxx					289		200		739	xxxx	xxxx	xxxxx		
Move Cap.:	1047	xxxx	xxxxx	xxxx	xxxx	xxxxx					279		191		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		473	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		21.2	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		C			*		*		
ApproachDel:	xxxxxx			xxxxxx							21.2					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): 6.9 Worst Case Level Of Service: D[29.5]

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	1502		424		73	472		0		57		0	626		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	1502		424		73	472		0		57		0	626		0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	0	1502		424		73	472		0		57		0	626		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	1502		424		73	472		0		57		0	626		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		1926	xxxx		xxxxx		1369		xxxx	236		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		310	xxxx		xxxxx		140		xxxx	772		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		310	xxxx		xxxxx		115		xxxx	772		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.24	xxxx		xxxx		0.50		xxxx	0.81		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.9	xxxx		xxxxx		2.3		xxxx	8.7		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		20.1	xxxx		xxxxx		64.0		xxxx	26.4		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					29.5					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): 17.2 Worst Case Level Of Service: F[230.9]

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	2194	146		0	1078	95		0	0	184		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	2194	146		0	1078	95		0	0	184		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	2194	146		0	1078	95		0	0	184		0	0	286	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	2194	146		0	1078	95		0	0	184		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	407		xxxx	xxxx	1097	
Potent Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	599		xxxx	xxxx	211	
Move Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	599		xxxx	xxxx	211	
Volume/Cap:	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx		xxxx	xxxx	0.31		xxxx	xxxx	1.35	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	1.3		xxxx	xxxx	16.0	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	13.6		xxxxx	xxxx	230.9	
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				13.6				230.9			
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):	0.721
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	333	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	333	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	333	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	333	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	333	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	0.24	0.76	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	150	462	521	559	0	0	0	0	1347	-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	21.9	21.9	18.1	10.4	0.0	0.0	0.0	0.0	14.4	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	21.9	21.9	18.1	10.4	0.0	0.0	0.0	0.0	14.4	14.7	14.7
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:	21.9			16.1			xxxxxx			14.3		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	21.9			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	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	346	18	2	53	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	346	18	2	53	19	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	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:	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	377	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	16.8	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.

Completion Year 2025 with Project Conditions

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):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	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	543	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:	28	816	28	379	1005	45	115	543	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:	28	816	28	379	1005	45	115	543	109	19	124	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	816	28	379	1005	45	115	543	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:	28	816	28	379	1005	45	115	543	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	1.93	0.07	1.00	1.91	0.09	1.00	1.67	0.33	1.00	1.22	0.78
Final Sat.:	1425	2755	95	1425	2728	122	1425	2374	476	1425	1732	1118
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				326			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):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	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:	164	510	127	85	1102	168	120	208	436	123	122	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:	164	510	127	85	1102	168	120	208	436	123	122	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:	164	510	127	85	1102	168	120	208	436	123	122	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	510	127	85	1102	168	120	208	436	123	122	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:	164	510	127	85	1102	168	120	208	436	123	122	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	0.32	0.09	0.04	0.03
Crit Volume:	0				551				436	123		
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):	0.618
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	19	0	342	502	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	342	502	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	342	502	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	342	502	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	376	502	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	137	0	2713	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	0.43	0.00	0.00	0.13	0.13
Crit Volume:	0					198	502				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	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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
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	0	0	71	46	414	0	0	419	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	0	71	46	414	0	0	419	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	71	46	414	0	0	419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	71	46	414	0	0	419	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	71	46	414	0	0	419	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	0.00	1.00	1.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1425	0	1425	1425	1425	0	0	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.03	0.29	0.00	0.00	0.15	0.00
Crit Volume:	0					71		414		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):	0.694
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:	356	416	0	0	663	121	0	0	0	470	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	663	121	0	0	0	470	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	663	121	0	0	0	470	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	416	0	0	663	121	0	0	0	470	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	663	121	0	0	0	517	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	2444	0	406
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				332			0				302
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):	0.407
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:	134	0	133	0	0	0	0	947	367	8	331	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:	134	0	133	0	0	0	0	947	367	8	331	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	0	133	0	0	0	0	947	367	8	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	133	0	0	0	0	947	367	8	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	0	133	0	0	0	0	947	367	8	331	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	3081	1194	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:	134				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):	0.374
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:	131	0	20	0	0	0	0	876	198	23	209	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:	131	0	20	0	0	0	0	876	198	23	209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	20	0	0	0	0	876	198	23	209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	20	0	0	0	0	876	198	23	209	0
PCE Adj:	1.00	1.00	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:	144	0	20	0	0	0	0	876	198	23	209	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:	72				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):	0.890
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	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	962	31	84	2436	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	962	31	84	2436	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	962	31	84	2436	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	962	31	84	2436	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	962	31	84	2436	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	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				859		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):	0.768
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	912	119	261	1844	144	118	24	200	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:	1.00	1.77	0.23	1.00	2.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2521	329	1425	3965	310	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:	187				663				200	45		
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):	0.878
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:	62	1002	175	154	1721	167	144	23	175	110	47	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1002	175	154	1721	167	144	23	175	110	47	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1002	175	154	1721	167	144	23	175	110	47	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1002	175	154	1721	167	144	23	175	110	47	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1002	175	154	1721	167	158	23	175	110	47	74
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	0.39	0.61
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	534	841
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.13	0.11	0.63	0.12	0.06	0.02	0.13	0.08	0.09	0.09
Crit Volume:	62				861				175	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):	0.539
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	1012	20	17	1732	31	82	11	39	0	25	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1012	20	17	1732	31	82	11	39	0	25	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1012	20	17	1732	31	82	11	39	0	25	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1012	20	17	1732	31	82	11	39	0	25	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1012	20	17	1732	31	82	11	39	0	25	20
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	0.22	0.78	1.00	0.56	0.44
Final Sat.:	1425	2795	55	1425	4200	75	1425	314	1112	1425	792	633
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.41	0.41	0.06	0.04	0.04	0.00	0.03	0.03
Crit Volume:	53					588	82					45
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):	1.094
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	928	80	202	1474	158	295	1110	241	125	692	209
Growth Adj:	1.00	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	928	80	202	1474	158	295	1110	241	125	692	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	928	80	202	1474	158	295	1110	241	125	692	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	928	80	202	1474	158	295	1110	241	125	692	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	928	80	202	1474	158	295	1110	241	125	692	209
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	0.18	0.09	0.25	0.15
Crit Volume:	87				737			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):	0.902
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	696	83	192	1267	91	161	619	53	178	522	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	696	83	192	1267	91	161	619	53	178	522	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	696	83	192	1267	91	161	619	53	178	522	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	696	83	192	1267	91	161	619	53	178	522	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	696	83	192	1267	91	161	619	53	178	522	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	2457	293	1375	2566	184	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					679			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):	0.876
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	691	89	237	1342	94	117	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	691	89	237	1342	94	117	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	691	89	237	1342	94	117	646	126	135	434	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	691	89	237	1342	94	117	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	691	89	237	1342	94	117	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	0.09	0.23	0.09	0.10	0.16	0.10
Crit Volume:	76				671			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	134	152	23	98	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	134	152	23	98	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	134	152	23	98	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	20	20	20	62	10	21	134	152	23	98	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	134	152	23	98	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	0.27	1.73	1.00	0.34	1.47	0.19
Final Sat.:	974	526	1500	366	1134	1500	406	2594	1500	515	2194	291
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:	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):	0.528
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	41	88	277	21	150	151	28	171	145	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	41	88	277	21	150	151	28	171	145	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	41	88	277	21	150	151	28	171	145	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	56	41	88	277	21	150	151	28	171	145	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	41	88	277	21	150	151	28	171	145	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.:	549	549	402	342	1076	82	1500	1265	235	1500	1236	264
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				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	636	1	69	156	250	0	10	768	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	69	156	250	0	10	768	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	69	156	250	0	10	768	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	1	69	156	250	0	10	768	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	69	156	250	0	10	768	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	1.78	0.22
Final Sat.:	0	1500	0	1500	1207	293	1500	3000	0	1500	2670	330
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.24	0.10	0.08	0.00	0.01	0.29	0.29
Crit Volume:		0		636			156				432	
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	651	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	651	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):	0.782
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:	107	462	239	35	513	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:	107	462	239	35	513	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:	107	462	239	35	513	260	54	59	418	271	85	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	462	239	35	513	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:	107	462	239	35	513	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	1.33	0.67	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1812	938	1375	1825	925	657	718	1375	1375	866	509
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.03	0.28	0.28	0.08	0.08	0.30	0.20	0.10	0.10
Crit Volume:	0				387				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):	0.752
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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	595	71	175	904	369	111	577	80	197	591	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	595	71	175	904	369	111	577	80	197	591	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	595	71	175	904	369	111	577	80	197	591	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	595	71	175	904	369	111	577	80	197	591	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	595	71	175	904	369	111	577	80	197	591	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	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1375	2457	293	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:		333		175					329	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):	0.845
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	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	413	109	1069	73	82	581	141	446	822	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:	101	557	413	109	1069	73	82	581	141	446	822	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:	101	557	413	109	1069	73	82	581	141	446	822	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	557	413	109	1069	73	82	581	141	446	822	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:	111	557	413	120	1069	73	90	581	141	491	822	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	1.70	0.30
Final Sat.:	2750	2750	1375	2750	2574	176	2750	2750	1375	2750	2340	410
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.04	0.42	0.42	0.03	0.21	0.10	0.18	0.35	0.35
Crit Volume:	56					571		291		245		
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):	0.689
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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	291	3	177	0	350	650	290	1609	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	350	650	290	1609	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	350	650	290	1609	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	291	3	177	0	350	650	290	1609	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	350	650	319	1609	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	0.46	0.11	0.56	0.00
Crit Volume:	0					177		175			805	
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):	0.812
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	924	58	2	0	0	0	88	553	0	0	974	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:	924	58	2	0	0	0	88	553	0	0	974	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:	924	58	2	0	0	0	88	553	0	0	974	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	924	58	2	0	0	0	88	553	0	0	974	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:	1016	58	2	0	0	0	97	553	0	0	974	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:	1.89	0.11	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2696	154	1425	0	0	0	2850	2850	0	0	2431	419
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:	537			0			48			571		
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):	0.230
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	114	0	0	0	428	0	0	277	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	114	0	0	0	428	0	0	277	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	114	0	0	0	428	0	0	277	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	114	0	0	0	428	0	0	277	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	114	0	0	0	428	0	0	277	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	1.00	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	2483	367
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	0.11	0.11
Crit Volume:		0		114				214		0		
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): 0.6 Worst Case Level Of Service: B[12.5]

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:	11		0		0	0		19		15	0		538		0	0		336		18
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	11		0		0	0		19		15	0		538		0	0		336		18
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	11		0		0	0		19		15	0		538		0	0		336		18
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	11		0		0	0		19		15	0		538		0	0		336		18
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:	716	xxxx	xxxxx	xxxx		883		177	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	518	xxxx	xxxxx	xxxx		468		961	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	494	xxxx	xxxxx	xxxx		468		961	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:	12.5	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			605			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:		12.5				11.3					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): 0.7 Worst Case Level Of Service: D[28.3]

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:	22	0	4	0	0	0	0	1061	96	26	277	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:	22	0	4	0	0	0	0	1061	96	26	277	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	0	4	0	0	0	0	1061	96	26	277	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	4	0	0	0	0	1061	96	26	277	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:	1252	1390	531	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1157	xxxx	xxxxx
Potent Cap.:	167	144	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	611	xxxx	xxxxx
Move Cap.:	162	138	498	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	611	xxxx	xxxxx
Volume/Cap:	0.14	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	181	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	28.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		28.3		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): 4.2 Worst Case Level Of Service: D[27.2]

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:	200	286	0	0	1047	83	13	0	162	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:	200	286	0	0	1047	83	13	0	162	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:	200	286	0	0	1047	83	13	0	162	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	200	286	0	0	1047	83	13	0	162	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	1632	1775	565	xxxx	xxxx	xxxxx				
Potent Cap.:	626	xxxx	xxxxx	xxxx	xxxx	xxxxx	94	84	473	xxxx	xxxx	xxxxx				
Move Cap.:	626	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	57	473	xxxx	xxxx	xxxxx				
Volume/Cap:	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.34	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.4	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	2.9	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.2	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			27.2			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 #105 Hollywood & I-5 SB Ramps

Average Delay (sec/veh): 200.4 Worst Case Level Of Service: F[514.0]

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	562		143		97	1085		0		203		0	1000		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		143		97	1085		0		203		0	1000		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		143		97	1085		0		203		0	1000		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	562		143		97	1085		0		203		0	1000		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		705	xxxx		xxxxx		1560		xxxx	543		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		902	xxxx		xxxxx		105		xxxx	489		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		902	xxxx		xxxxx		96		xxxx	489		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.11	xxxx		xxxx		2.11		xxxx	2.04		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.4	xxxx		xxxxx		17.6		xxxx	69.2		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		9.5	xxxx		xxxxx		604.0		xxxx	495.7		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					514.0					xxxxxx				
ApproachLOS:	*					*					F					*				

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):     16.4       Worst Case Level Of Service: F[172.6]
******************************************************************************
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  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  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  912   151     0 2213   265     0    0   373     0    0   204
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  912   151     0 2213   265     0    0   373     0    0   204
------------|---------------||---------------||---------------||---------------|
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   870  xxxx xxxx   456
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   299  xxxx xxxx   557
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   299  xxxx xxxx   557
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.25  xxxx xxxx  0.37
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  17.4  xxxx xxxx   1.7
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 172.6 xxxxx xxxx  15.2
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            172.6             15.2
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):	0.979
Loss Time (sec):	0	Average Delay (sec/veh):	33.3
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	418	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	418	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	418	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	418	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	418	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	0.32	0.68	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	198	427	502	539	0	0	0	0	1340	-469	86
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.98	0.98	0.41	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.41
Crit Moves:		****		****								****
Delay/Veh:	0.0	54.7	54.7	14.4	10.7	0.0	0.0	0.0	0.0	15.0	15.3	15.3
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	54.7	54.7	14.4	10.7	0.0	0.0	0.0	0.0	15.0	15.3	15.3
LOS by Move:	*	F	F	B	B	*	*	*	*	C	C	C
ApproachDel:		54.7			13.2			xxxxxx			14.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		54.7			13.2			xxxxxx			14.9	
LOS by Appr:		F			B			*			B	
AllWayAvgQ:	8.0	8.0	8.0	0.6	0.2	0.0	0.0	0.0	0.0	0.7	0.7	0.7

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[19.9]

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:	123	251	45	15	583	132	1	20	76	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:	123	251	45	15	583	132	1	20	76	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:	123	251	45	15	583	132	1	20	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	123	251	45	15	583	132	1	20	76	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:	715	xxxx	xxxxx	296	xxxx	xxxxx	1051	1221	358	xxxx	xxxx	xxxxx
Potent Cap.:	895	xxxx	xxxxx	1277	xxxx	xxxxx	226	181	645	xxxx	xxxx	xxxxx
Move Cap.:	895	xxxx	xxxxx	1277	xxxx	xxxxx	200	154	645	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	0.01	xxxx	xxxx	0.01	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	7.9	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	156	xxxx	388	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	1.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	31.6	xxxx	17.3	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	D	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.9			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):	0.714
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	228	134	33	312	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	228	134	33	312	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	228	134	33	312	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	987	16	129	1111	75	124	228	134	33	312	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	228	134	33	312	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	1.19	0.81
Final Sat.:	1425	2805	45	1425	2670	180	1425	1795	1055	1425	1690	1160
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					263
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):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	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:	260	967	134	72	680	167	228	287	325	184	211	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	967	134	72	680	167	228	287	325	184	211	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	967	134	72	680	167	228	287	325	184	211	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	967	134	72	680	167	228	287	325	184	211	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	967	134	72	680	167	228	287	325	184	211	112
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	0.13	0.08	0.08
Crit Volume:	260				340			287		184		
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	20	0	837	289	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	837	289	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	837	289	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	837	289	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	921	289	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	61	0	2789	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	0.24	0.00	0.00	0.26	0.26
Crit Volume:			0			470	289					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):	0.630
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 #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
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	115	102	433	0	0	807	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	115	102	433	0	0	807	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	115	102	433	0	0	807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1	115	102	433	0	0	807	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	115	102	433	0	0	807	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	0.30	0.00	0.00	0.28	0.00
Crit Volume:	0				116		102				404	
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):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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:	871	721	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:	871	721	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:	871	721	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:	871	721	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:	871	721	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:	871				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):	0.218
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:	74	0	39	0	0	0	0	467	206	12	488	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:	74	0	39	0	0	0	0	467	206	12	488	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	39	0	0	0	0	467	206	12	488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	39	0	0	0	0	467	206	12	488	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	39	0	0	0	0	467	206	12	488	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	2.08	0.92	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2966	1309	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:	74				0				224	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):	0.266
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:	164	0	22	0	0	0	0	316	213	76	356	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	0	22	0	0	0	0	316	213	76	356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	22	0	0	0	0	316	213	76	356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	0	22	0	0	0	0	316	213	76	356	0
PCE Adj:	1.00	1.00	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:	180	0	22	0	0	0	0	316	213	76	356	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	0.11	0.15	0.05	0.12	0.00
Crit Volume:	90				0				213	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	2270	6	13	1198	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	2270	6	13	1198	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	2270	6	13	1198	31	145	0	400	48	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2270	6	13	1198	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	2270	6	13	1198	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	4167	108	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.80	0.80	0.01	0.29	0.29	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1138			410		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):	0.996
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:	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1632	48	63	1100	112	155	24	256	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:	1.00	1.94	0.06	1.00	2.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2769	81	1425	3880	395	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.12	0.59	0.59	0.04	0.28	0.28	0.11	0.02	0.18	0.08	0.03	0.25
Crit Volume:			840	63			155					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):	0.841
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	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:	88	1466	132	83	1309	101	111	32	160	180	60	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:	88	1466	132	83	1309	101	111	32	160	180	60	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:	88	1466	132	83	1309	101	111	32	160	180	60	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1466	132	83	1309	101	111	32	160	180	60	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	88	1466	132	83	1309	101	122	32	160	180	60	183
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	0.25	0.75
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	340	1035
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.10	0.06	0.48	0.07	0.04	0.02	0.12	0.13	0.18	0.18
Crit Volume:		733		83					160	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):	0.574
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	1229	0	18	1379	34	89	8	58	14	31	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:	76	1229	0	18	1379	34	89	8	58	14	31	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:	76	1229	0	18	1379	34	89	8	58	14	31	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1229	0	18	1379	34	89	8	58	14	31	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1229	0	18	1379	34	89	8	58	14	31	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	2.00	0.00	1.00	2.93	0.07	1.00	0.12	0.88	1.00	0.32	0.68
Final Sat.:	1425	2850	0	1425	4172	103	1425	173	1252	1425	460	965
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:		615			18			89			96	
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):	1.237
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	1031	96	197	1254	436	244	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	1031	96	197	1254	436	244	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	1031	96	197	1254	436	244	916	121	120	1319	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1031	96	197	1254	436	244	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	1031	96	197	1254	436	244	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	0.46	0.32	0.18	0.33	0.09	0.09	0.48	0.10
Crit Volume:	170				627		244				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):	0.922
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	940	141	161	795	133	182	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	940	141	161	795	133	182	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	940	141	161	795	133	182	702	25	183	769	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	940	141	161	795	133	182	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	940	141	161	795	133	182	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	2391	359	1375	2356	394	1375	2655	95	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:			541	161			182				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):	0.917
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	975	133	210	723	208	151	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	975	133	210	723	208	151	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	975	133	210	723	208	151	684	102	145	825	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	975	133	210	723	208	151	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	975	133	210	723	208	151	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:		488		210			151				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):	0.204
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	76	50	16	180	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	76	50	16	180	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	76	50	16	180	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	4	40	32	17	76	50	16	180	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	76	50	16	180	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	0.37	1.63	1.00	0.15	1.73	0.12
Final Sat.:	1102	398	1500	136	1364	1500	548	2452	1500	230	2584	187
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			4			17					105
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	44	74	32	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	44	74	32	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	44	74	32	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	44	74	32	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	44	74	32	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	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:	378			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):	0.964
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	180	55	703	0	2	701	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	180	55	703	0	2	701	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	180	55	703	0	2	701	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	978	0	180	55	703	0	2	701	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	180	55	703	0	2	701	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	1.74	0.26
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2616	384
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	0.27	0.27
Crit Volume:		11		978			55				402	
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	352	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	352	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):	0.779
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:	133	1067	235	21	529	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:	133	1067	235	21	529	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:	133	1067	235	21	529	208	77	61	344	188	36	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1067	235	21	529	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:	133	1067	235	21	529	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	1.44	0.56	0.56	0.44	1.00	1.00	0.54	0.46
Final Sat.:	1375	2254	496	1375	1974	776	767	608	1375	1375	739	636
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.47	0.02	0.27	0.27	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):	0.913
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	972	106	217	705	337	278	683	63	127	427	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	972	106	217	705	337	278	683	63	127	427	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	972	106	217	705	337	278	683	63	127	427	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	972	106	217	705	337	278	683	63	127	427	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	972	106	217	705	337	278	683	63	127	427	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	2518	232	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.16	0.26	0.25	0.20	0.27	0.27	0.09	0.16	0.25
Crit Volume:			539	217				373		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):	1.013
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	739	774	144	662	31	100	1078	182	632	769	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:	94	739	774	144	662	31	100	1078	182	632	769	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:	94	739	774	144	662	31	100	1078	182	632	769	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	739	774	144	662	31	100	1078	182	632	769	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:	103	739	774	158	662	31	110	1078	182	695	769	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	1.47	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	0.13	0.25	0.38	0.38
Crit Volume:			774	79				539		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):	0.590
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	308	0	162	0	952	1292	110	1342	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	952	1292	110	1342	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	952	1292	110	1342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	162	0	952	1292	110	1342	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	952	1292	121	1342	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	0.91	0.04	0.47	0.00
Crit Volume:	0			169				476			671	
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):	0.719
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:	757	174	118	0	0	0	236	1023	0	0	585	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:	757	174	118	0	0	0	236	1023	0	0	585	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:	757	174	118	0	0	0	236	1023	0	0	585	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	757	174	118	0	0	0	236	1023	0	0	585	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:	833	174	118	0	0	0	260	1023	0	0	585	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:	1.65	0.35	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2357	493	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	0.28	0.28
Crit Volume:		503			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):	0.311
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	81	0	0	0	369	0	0	568	157
Growth Adj:	1.00	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	0	0	369	0	0	568	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	0	0	369	0	0	568	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	0	0	369	0	0	568	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	369	0	0	568	157
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	1.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2233	617
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.13	0.00	0.00	0.25	0.25
Crit Volume:	0			81			0					363
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.

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		349		0	0		834		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		349		0	0		834		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		349		0	0		834		13
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	5		0		0	0		14		11	0		349		0	0		834		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:	773	xxxx	xxxxx	xxxx		1190		424	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	489	xxxx	xxxxx	xxxx		367		803	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	469	xxxx	xxxxx	xxxx		367		803	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:	12.8	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		482	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:	12.8					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): 2.0 Worst Case Level Of Service: C[17.1]

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:	88	0	42	0	0	0	0	465	31	7	532	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	465	31	7	532	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	465	31	7	532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	88	0	42	0	0	0	0	465	31	7	532	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:	745	1011	233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	496	xxxx	xxxxx
Potent Cap.:	354	241	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1078	xxxx	xxxxx
Move Cap.:	352	240	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1078	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	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	428	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		17.1		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): 7.8 Worst Case Level Of Service: D[31.0]

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:	111	519	0		0	507	15		87	0	259		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:	111	519	0		0	507	15		87	0	259		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:	111	519	0		0	507	15		87	0	259		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	111	519	0		0	507	15		87	0	259		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:	522	xxxx	xxxxx	xxxx	xxxx	xxxxx			996	1256	261	xxxx	xxxx	xxxxx		
Potent Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx			245	173	744	xxxx	xxxx	xxxxx		
Move Cap.:	1055	xxxx	xxxxx	xxxx	xxxx	xxxxx			225	155	744	xxxx	xxxx	xxxxx		
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx			0.39	0.00	0.35	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.4	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	471	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	6.0	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	31.0	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*			*	D	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx						31.0		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 #105 Hollywood & I-5 SB Ramps

Average Delay (sec/veh): 6.9 Worst Case Level Of Service: D[29.5]

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	1502		424		73	472		0		57		0	626		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	1502		424		73	472		0		57		0	626		0		0		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00
PHF Volume:	0	1502		424		73	472		0		57		0	626		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	1502		424		73	472		0		57		0	626		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		1926	xxxx		xxxxx		1369		xxxx	236		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		310	xxxx		xxxxx		140		xxxx	772		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		310	xxxx		xxxxx		115		xxxx	772		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.24	xxxx		xxxx		0.50		xxxx	0.81		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.9	xxxx		xxxxx		2.3		xxxx	8.7		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		20.1	xxxx		xxxxx		64.0		xxxx	26.4		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					29.5					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): 21.6 Worst Case Level Of Service: F[268.8]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2167	162	0	1059	114	0	0	215	0	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2167	162	0	1059	114	0	0	215	0	0	313
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	1084
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	216
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	596	xxxx	xxxx	216
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	xxxx	xxxx	1.45
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.6	xxxx	xxxx	18.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	268.8
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			14.4			268.8		
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):	0.752
Loss Time (sec):	0	Average Delay (sec/veh):	18.5
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	353	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	353	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	353	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	353	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	353	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	0.23	0.77	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	144	469	519	557	0	0	0	0	1339	-467	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.75	0.75	0.58	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.40
Crit Moves:		****		****								****
Delay/Veh:	0.0	23.8	23.8	18.3	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	23.8	23.8	18.3	10.5	0.0	0.0	0.0	0.0	14.5	14.8	14.8
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		23.8			16.2			xxxxxx			14.4	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		23.8			16.2			xxxxxx			14.4	
LOS by Appr:		C			C			*			B	
AllWayAvgQ:	2.6	2.6	2.6	1.3	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[19.8]

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	343	17	4	370	18	2	53	43	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	343	17	4	370	18	2	53	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	343	17	4	370	18	2	53	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	83	343	17	4	370	18	2	53	43	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:	388	xxxx	xxxxx	360	xxxx	xxxxx	725	913	194	xxxx	xxxx	xxxxx
Potent Cap.:	1182	xxxx	xxxxx	1210	xxxx	xxxxx	365	276	821	xxxx	xxxx	xxxxx
Move Cap.:	1182	xxxx	xxxxx	1210	xxxx	xxxxx	344	255	821	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.21	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	258	xxxx	369	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	22.7	xxxx	18.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.8			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Completion Year 2025 with Project Conditions

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):	0.792
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	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	547	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:	28	816	28	379	1005	45	115	547	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:	28	816	28	379	1005	45	115	547	109	19	126	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	816	28	379	1005	45	115	547	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:	28	816	28	379	1005	45	115	547	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	1.93	0.07	1.00	1.91	0.09	1.00	1.67	0.33	1.00	1.22	0.78
Final Sat.:	1425	2755	95	1425	2728	122	1425	2376	474	1425	1743	1107
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				328			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):	0.808
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):	0.603
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	486	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	486	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	486	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	486	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	486	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	486				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):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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	1112	36	2	215	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	1112	36	2	215	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	1112	36	2	215	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	87	8	208	263	1112	36	2	215	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	1112	36	2	215	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	2761	89	1425	2641	209
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			574			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):	0.372
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	80	55	390	0	0	381	112
Growth Adj:	1.00	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	80	55	390	0	0	381	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	80	55	390	0	0	381	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	80	55	390	0	0	381	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	80	55	390	0	0	381	112
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	1.43	0.00	0.57	1.00	1.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	2039	0	811	1425	1425	0	0	2203	647
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	0.17	0.17
Crit Volume:	0					141		390		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):	0.697
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:	356	417	0	0	664	121	0	0	0	477	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	417	0	0	664	121	0	0	0	477	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	417	0	0	664	121	0	0	0	477	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	417	0	0	664	121	0	0	0	477	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	417	0	0	664	121	0	0	0	525	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	1.72	0.00	0.28
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2449	0	401
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				332			0				305
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):	0.393
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	349	8	291	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	349	8	291	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	349	8	291	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	349	8	291	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	349	8	291	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	3087	1188	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				419	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:	110	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:	110	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:	110	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:	110	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:	121	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:	61				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):	0.894
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	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	972	31	84	2456	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	972	31	84	2456	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	972	31	84	2456	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	972	31	84	2456	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	972	31	84	2456	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	2762	88	1425	4044	231	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.06	0.61	0.61	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387				865		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):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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	1038	119	261	1973	36	3	1	0	45	2	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	1038	119	261	1973	36	3	1	0	45	2	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	1038	119	261	1973	36	3	1	0	45	2	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1038	119	261	1973	36	3	1	0	45	2	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	1038	119	261	1973	36	3	1	0	45	2	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	2.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2557	293	1425	4198	77	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.18	0.47	0.47	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			579	261			3					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):	1.010
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:	188	888	175	127	1585	247	222	51	298	110	76	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:	188	888	175	127	1585	247	222	51	298	110	76	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:	188	888	175	127	1585	247	222	51	298	110	76	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	888	175	127	1585	247	222	51	298	110	76	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:	188	888	175	127	1585	247	244	51	298	110	76	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	0.62	0.38
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	850	525
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.13	0.09	0.58	0.18	0.09	0.04	0.22	0.08	0.09	0.09
Crit Volume:	188				793				298	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):	0.588
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	950	88	17	1731	19	70	11	39	60	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	950	88	17	1731	19	70	11	39	60	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	950	88	17	1731	19	70	11	39	60	25	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	950	88	17	1731	19	70	11	39	60	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	950	88	17	1731	19	70	11	39	60	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	0.22	0.78	1.00	0.19	0.81
Final Sat.:	1425	2608	242	1425	4229	46	1425	314	1112	1425	272	1153
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				583		70				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):	1.095
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	933	80	202	1477	158	295	1110	241	125	692	209
Growth Adj:	1.00	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	933	80	202	1477	158	295	1110	241	125	692	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	933	80	202	1477	158	295	1110	241	125	692	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	933	80	202	1477	158	295	1110	241	125	692	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	933	80	202	1477	158	295	1110	241	125	692	209
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	0.18	0.09	0.25	0.15
Crit Volume:	87				739			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):	0.903
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	701	83	192	1270	91	161	619	53	178	522	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	83	192	1270	91	161	619	53	178	522	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	83	192	1270	91	161	619	53	178	522	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	701	83	192	1270	91	161	619	53	178	522	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	83	192	1270	91	161	619	53	178	522	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	2459	291	1375	2566	184	1375	2533	217	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					681			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):	0.877
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	696	89	237	1345	94	117	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	696	89	237	1345	94	117	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	696	89	237	1345	94	117	646	126	135	434	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	696	89	237	1345	94	117	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	696	89	237	1345	94	117	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	0.09	0.23	0.09	0.10	0.16	0.10
Crit Volume:	76				673			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	111	152	23	56	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	111	152	23	56	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	111	152	23	56	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	20	20	20	62	10	21	111	152	23	56	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	111	152	23	56	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	0.50	1.22	0.28
Final Sat.:	974	526	1500	366	1134	1500	477	2523	1500	750	1826	424
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	283	0	10	815	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	283	0	10	815	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	283	0	10	815	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	1	70	157	283	0	10	815	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	283	0	10	815	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					455
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	609	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	609	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):	0.767
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:	86	462	239	35	471	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:	86	462	239	35	471	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:	86	462	239	35	471	260	54	59	418	271	85	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	462	239	35	471	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:	86	462	239	35	471	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	1772	978	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				366				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	325	86	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	325	86	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	325	86	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	325	86	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	325	86	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	0.24	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):	0.857
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:	94	557	413	109	1069	73	83	617	137	446	877	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:	94	557	413	109	1069	73	83	617	137	446	877	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:	94	557	413	109	1069	73	83	617	137	446	877	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	557	413	109	1069	73	83	617	137	446	877	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:	103	557	413	120	1069	73	91	617	137	491	877	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	2574	176	2750	2750	1375	2750	2362	388
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:	52					571	46					511
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):	0.702
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	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	349	670	290	1647	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	349	670	290	1647	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	349	670	290	1647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	291	3	177	0	349	670	290	1647	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	349	670	319	1647	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		175			824	
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	552	0	0	972	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	552	0	0	972	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	552	0	0	972	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	964	58	2	0	0	0	88	552	0	0	972	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	552	0	0	972	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	1.71	0.29
Final Sat.:	2702	148	1425	0	0	0	2850	2850	0	0	2430	420
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				570	
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	22	141	462	0	0	312	54
Growth Adj:	1.00	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	22	141	462	0	0	312	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	114	0	22	141	462	0	0	312	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	114	0	22	141	462	0	0	312	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	114	0	22	141	462	0	0	312	54
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	2430	420
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			141					183
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): 0.0 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	0	0	3	0	0	0	541	0	0	0	0	338	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	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	3	0	0	0	541	0	0	0	0	338	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	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	3	0	0	0	541	0	0	0	0	338	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	3	0	0	0	541	0	0	0	0	338	11
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:	710	890	xxxxx	xxxx	xxxx	175	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	521	466	xxxxx	xxxx	xxxx	963	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	519	466	xxxxx	xxxx	xxxx	963	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.

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[25.8]

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:	12	0	4	0	0	0	0	1075	86	26	289	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	1075	86	26	289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1075	86	26	289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	4	0	0	0	0	1075	86	26	289	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	1416	538	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1161	xxxx	xxxxx
Potent Cap.:	162	139	493	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	609	xxxx	xxxxx
Move Cap.:	157	133	493	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	609	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	189	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	25.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		25.8		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[21.9]

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:	127	298	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	298	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	298	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	298	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	1506	1655	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	79	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	21.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			21.9			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):    205.1       Worst Case Level Of Service: F[526.9]
******************************************************************************
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  563   152    97 1093     0   203    0  1008     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  563   152    97 1093     0   203    0  1008     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  563   152    97 1093     0   203    0  1008     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  563   152    97 1093     0   203    0  1008     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   715 xxxx xxxxx  1569 xxxx   547  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   895 xxxx xxxxx   104 xxxx   487  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   895 xxxx xxxxx    95 xxxx   487  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.14 xxxx  2.07  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.8 xxxx  70.5  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 617.8 xxxx 508.6 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            526.9           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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): 13.8 Worst Case Level Of Service: F[151.5]

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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	942	130	0	2251	243	0	0	355	0	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	942	130	0	2251	243	0	0	355	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	872	xxxx	xxxx	471
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	298	xxxx	xxxx	545
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	298	xxxx	xxxx	545
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.19	xxxx	xxxx	0.34
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	15.6	xxxx	xxxx	1.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	151.5	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			151.5			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):	0.947
Loss Time (sec):	0	Average Delay (sec/veh):	29.6
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	194	397	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	397	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	397	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	397	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	397	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	1339	-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	47.5	47.5	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	47.5	47.5	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:	47.5			13.1			xxxxxx			14.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	47.5			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:	81	232	45	15	564	132	1	20	53	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:	81	232	45	15	564	132	1	20	53	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:	81	232	45	15	564	132	1	20	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	232	45	15	564	132	1	20	53	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	938	1099	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1298	xxxx	xxxxx	267	214	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1298	xxxx	xxxxx	246	193	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	195	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	25.7	xxxx	16.2	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):	0.715
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	230	134	33	316	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	230	134	33	316	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	230	134	33	316	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	987	16	129	1111	75	124	230	134	33	316	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	230	134	33	316	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	1.19	0.81
Final Sat.:	1425	2805	45	1425	2670	180	1425	1801	1049	1425	1699	1151
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	0.19	0.19
Crit Volume:	37				593		124				265	
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):	0.781
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	821	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	821	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	821	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	821	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	903	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):	0.631
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	373	8	1	532	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	373	8	1	532	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	373	8	1	532	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	34	15	41	2	207	242	373	8	1	532	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	373	8	1	532	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	2498	352
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					304
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):	0.518
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	217	1	126	109	395	0	0	780	112
Growth Adj:	1.00	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	217	1	126	109	395	0	0	780	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	217	1	126	109	395	0	0	780	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	217	1	126	109	395	0	0	780	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	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	239	1	126	109	395	0	0	780	112
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	1860	8	982	1425	1425	0	0	2492	358
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			183			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):	0.850
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	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:	871	722	0	0	324	130	0	0	0	201	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:	871	722	0	0	324	130	0	0	0	201	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:	871	722	0	0	324	130	0	0	0	201	1	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	871	722	0	0	324	130	0	0	0	201	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:	871	722	0	0	324	130	0	0	0	221	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	1.24	0.01	0.75
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1765	8	1077
Capacity Analysis Module:												
Vol/Sat:	0.61	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.13	0.13	0.13
Crit Volume:	871				162			0				179
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):	0.200
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	177	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:	55	0	39	0	0	0	0	417	177	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:	55	0	39	0	0	0	0	417	177	12	459	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	177	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:	55	0	39	0	0	0	0	417	177	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	3001	1274	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				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):	0.243
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:	152	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:	152	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:	152	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:	152	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:	167	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:	84				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):	0.913
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	2302	6	13	1198	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	2302	6	13	1198	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	2302	6	13	1198	31	145	0	400	48	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2302	6	13	1198	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	2302	6	13	1198	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	2843	7	1425	4167	108	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.81	0.81	0.01	0.29	0.29	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1154			410		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):	0.958
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	1804	48	63	1202	8	15	1	0	108	1	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	1804	48	63	1202	8	15	1	0	108	1	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	1804	48	63	1202	8	15	1	0	108	1	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1804	48	63	1202	8	15	1	0	108	1	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	1804	48	63	1202	8	15	1	0	108	1	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	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2776	74	1425	4247	28	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:			926	63			15					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):	0.907
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:	199	1393	132	55	1110	171	210	61	316	180	88	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:	199	1393	132	55	1110	171	210	61	316	180	88	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:	199	1393	132	55	1110	171	210	61	316	180	88	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1393	132	55	1110	171	210	61	316	180	88	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:	199	1393	132	55	1110	171	231	61	316	180	88	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	496	879
Capacity Analysis Module:												
Vol/Sat:	0.14	0.51	0.10	0.04	0.40	0.12	0.08	0.04	0.23	0.13	0.18	0.18
Crit Volume:		697		55					316	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):	0.640
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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	1170	52	18	1348	22	77	8	58	101	31	175
Growth Adj:	1.00	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	1170	52	18	1348	22	77	8	58	101	31	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1170	52	18	1348	22	77	8	58	101	31	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1170	52	18	1348	22	77	8	58	101	31	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1170	52	18	1348	22	77	8	58	101	31	175
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	2729	121	1425	4206	69	1425	173	1252	1425	214	1211
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:		611			18			77				206
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:	170	1034	96	197	1259	436	244	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	1034	96	197	1259	436	244	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	1034	96	197	1259	436	244	916	121	120	1319	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1034	96	197	1259	436	244	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	1034	96	197	1259	436	244	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	0.38	0.07	0.14	0.46	0.32	0.18	0.33	0.09	0.09	0.48	0.10
Crit Volume:	170				630		244				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):	0.923
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	943	141	161	800	133	182	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	943	141	161	800	133	182	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	943	141	161	800	133	182	702	25	183	769	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	943	141	161	800	133	182	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	943	141	161	800	133	182	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	2392	358	1375	2358	392	1375	2655	95	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:			542	161			182				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):	0.918
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	978	133	210	728	208	151	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	978	133	210	728	208	151	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	978	133	210	728	208	151	684	102	145	825	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	978	133	210	728	208	151	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	978	133	210	728	208	151	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	0.36	0.10	0.15	0.26	0.15	0.11	0.25	0.07	0.11	0.30	0.16
Crit Volume:		489		210			151				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	53	50	16	137	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	53	50	16	137	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	53	50	16	137	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	4	40	32	17	53	50	16	137	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	53	50	16	137	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	0.49	1.51	1.00	0.19	1.65	0.16
Final Sat.:	1102	398	1500	136	1364	1500	729	2271	1500	289	2476	235
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	0.06
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):	0.982
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	752	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	752	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	752	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	752	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	752	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	2639	361
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	0.29	0.28
Crit Volume:		11		978			56				428	
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	311	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	311	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):	0.795
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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:	111	1067	235	21	488	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:	111	1067	235	21	488	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:	111	1067	235	21	488	208	77	61	344	188	36	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1067	235	21	488	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:	111	1067	235	21	488	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	1928	822	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	293	253	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	293	253	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	293	253	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	293	253	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	293	253	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):	1.027
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	32	101	1118	175	632	823	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	32	101	1118	175	632	823	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	32	101	1118	175	632	823	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	739	774	144	662	32	101	1118	175	632	823	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	32	111	1118	175	695	823	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	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	0.13	0.25	0.40	0.40
Crit Volume:			774	79				559		0		
Crit Moves:			****	****				****		****		

RS&H