Appendix F
Traffic Data

Appendix F1
Existing 2000

Port of Los Angeles
West Basin Terminal Improvement
Year 2000 AM Peak

Scenario Report

Scenario:	Existing 2000 AM Peak
Command:	Existing 2000 AM Peak
Volume:	Existing 2000 AM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Existing
Routes:	Default Routes
Configuration:	Existing 2000 AM Peak

Port of Los Angeles
West Basin Terminal Improvement
Year 2000 AM Peak

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 17 Figueroa St / Harry Bridges Bl	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000 V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.294	A	xxxxx	0.294	+ 0.000 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
# 26 Henry Ford Ave / Anaheim St	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	8.9	0.000	A	8.9	0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	17.4	0.678	C	17.4	0.678	+ 0.000 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.259	A	xxxxx	0.259	+ 0.000 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.186	A	xxxxx	0.186	+ 0.000 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.354	A	xxxxx	0.354	+ 0.000 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
#110 John S. Gibson / Channel Stree	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.212	A	xxxxx	0.212	+ 0.000 V/C
#212 Navy Way / Seaside Ave	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C

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

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	32	92	31	201	233	112	53	354	17	131	369	202
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Initial Bse:	29	84	28	184	213	102	48	323	16	120	337	184
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	29	84	28	184	213	0	48	323	16	120	337	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	84	28	184	213	0	48	323	16	120	337	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	29	84	28	184	213	0	48	323	16	120	337	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	1.19	0.40	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	619	1781	600	1500	3000	1500	1500	2863	137	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.07	0.00	0.03	0.11	0.11	0.08	0.11	0.00
Crit Vol:		71		184				169		120		
Crit Moves:		****		****				****		****		

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.294
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	38	37	8	10	29	44	87	305	30	11	428	47
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	40	39	8	11	31	47	92	323	32	12	453	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:	40	39	8	11	31	47	92	323	32	12	453	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	39	8	11	31	47	92	323	32	12	453	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	39	8	11	31	47	184	323	32	23	453	50
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:	0.92	0.89	0.19	0.24	0.76	1.00	0.52	1.36	0.12	0.05	1.76	0.19
Final Sat.:	1373	1337	289	361	1139	1500	779	2044	177	69	2647	284
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.12	0.16	0.18	0.17	0.17	0.18
Crit Vol:	40					47	92					263
Crit Moves:	****					****	****					****

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 1	1	0 2	0 1	1	0 2	0 1	2	0 1	1 0
Volume Module:												
Base Vol:	11	124	268	4	198	79	84	783	12	324	591	20
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	12	131	284	4	209	84	89	828	13	343	625	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:	12	131	284	4	209	84	89	828	13	343	625	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	131	284	4	209	84	89	828	13	343	625	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
Final Vol.:	12	131	284	4	209	84	89	828	13	343	625	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	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2757	93
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.10	0.00	0.07	0.06	0.06	0.29	0.01	0.12	0.23	0.23
Crit Vol:			142		4			414		171		
Crit Moves:			****	****				****		****		

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1 1	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	138	60	82	36	94	12	9	767	238	50	606	66
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	146	63	87	38	99	13	10	811	252	53	641	70
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:	146	63	87	38	99	13	10	811	0	53	641	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	63	87	38	99	13	10	811	0	53	641	70
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
Final Vol.:	146	63	87	38	99	13	10	811	0	53	641	70
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	1.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3791	484	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.06	0.03	0.03	0.03	0.01	0.28	0.00	0.04	0.22	0.05
Crit Vol:			87	38				406		53		
Crit Moves:			****	****				****		****		

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[8.9]

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	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	475	218		0 0	156		5	0	0		0	0	0		0	0
Growth Adj:	1.06	1.06		1.06 1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06
Initial Bse:	503	231		0 0	165		5	0	0		0	0	0		0	0
User Adj:	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:	503	231		0 0	165		5	0	0		0	0	0		0	0
Reduct Vol:	0	0		0 0	0		0	0	0		0	0	0		0	0
Final Vol.:	503	231		0 0	165		5	0	0		0	0	0		0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	170	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1419	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.9	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	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	*			*			*			*						

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

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0		0 0	0	0		0 0	0	0		0 0	0	0		0 0
Lanes:	1	0	2	1 0	1	0	1	1 0	1	1	0	0 1	0	1	0	1 0
Volume Module:																
Base Vol:	289	603		25	26	112		45	79	54	813		19	12		12
Growth Adj:	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	1.06		1.06	1.06		1.06
Initial Bse:	306	638		26	28	118		48	84	57	860		20	13		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:	306	638		26	28	118		48	84	57	860		20	13		13
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0		0
Reduced Vol:	306	638		26	28	118		48	84	57	860		20	13		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
Final Vol.:	306	638		26	28	118		48	84	57	860		20	13		13
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375	1375		1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	2.88		0.12	1.00	1.43		0.57	1.19	0.81	1.00		0.88	0.56		0.56
Final Sat.:	1375	3961		164	1375	1962		788	1633	1117	1375		1215	767		767
Capacity Analysis Module:																
Vol/Sat:	0.22	0.16		0.16	0.02	0.06		0.06	0.05	0.05	0.63		0.02	0.02		0.02
Crit Vol:	0				83						860			23		
Crit Moves:	****					****					****			****		

Port of Los Angeles
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 | Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	753	352	12	58	404	7	15	9	8	20	98	42
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	797	372	13	61	427	7	16	10	8	21	104	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	797	372	13	61	427	7	16	10	8	21	104	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	797	372	13	61	427	7	16	10	8	21	104	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	797	372	13	61	427	7	16	10	8	21	104	44
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	1.93	0.07	1.00	1.97	0.03	1.00	0.53	0.47	0.25	1.23	0.52
Final Sat.:	2850	2756	94	1425	2801	49	1425	754	671	356	1746	748
Capacity Analysis Module:												
Vol/Sat:	0.28	0.14	0.14	0.04	0.15	0.15	0.01	0.01	0.01	0.06	0.06	0.06
Crit Vol:	398				217			16			85	
Crit Moves:	****				****		****				****	

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

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.678
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 17.4
Optimal Cycle: 0 | Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	1	0 1!	0 0	0	0 0	0 1
Volume Module:												
Base Vol:	312	60	0	0	106	37	378	0	192	0	0	13
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	330	63	0	0	112	39	400	0	203	0	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	63	0	0	112	39	400	0	203	0	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	63	0	0	112	39	400	0	203	0	0	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	330	63	0	0	112	39	400	0	203	0	0	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.48	0.52	1.33	xxxx	0.67	0.00	0.00	1.00
Final Sat.:	487	1029	0	0	754	272	1256	-550	371	0	0	503
Capacity Analysis Module:												
Vol/Sat:	0.68	0.06	xxxx	xxxx	0.15	0.14	0.32	0.00	0.55	xxxx	xxxx	0.03
Crit Moves:	****				****				****			****
Delay/Veh:	23.2	9.9	0.0	0.0	10.6	10.2	16.9	16.3	16.3	0.0	0.0	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	9.9	0.0	0.0	10.6	10.2	16.9	16.3	16.3	0.0	0.0	9.7
LOS by Move:	C	A	*	*	B	B	C	C	C	*	*	A
ApproachDel:		21.1			10.5			17.0			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.1			10.5			17.0			9.7	
LOS by Appr:		C			B			C			A	
AllWayAvgQ:	1.8	0.1	0.0	0.0	0.2	0.1	1.1	1.1	1.1	0.0	0.0	0.0

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

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	533	0	26	0	0	0	0	380	437	23	236	0
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Initial Bse:	487	0	24	0	0	0	0	347	399	21	215	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	0	24	0	0	0	0	347	399	21	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	0	24	0	0	0	0	347	399	21	215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	487	0	24	0	0	0	0	347	399	21	215	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	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.02	0.00	0.00	0.00	0.00	0.12	0.28	0.01	0.08	0.00
Crit Vol:	487			0			173			108		
Crit Moves:	****						****					

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.259
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	102	22	48	7	15	11	19	351	66	57	460	1
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Initial Bse:	93	20	44	6	14	10	17	320	60	52	420	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	20	44	6	14	10	17	320	60	52	420	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	20	44	6	14	10	17	320	60	52	420	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	20	44	6	14	10	35	320	60	104	420	1
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:	1.00	0.44	0.56	0.42	0.91	0.67	0.09	1.62	0.29	0.24	1.75	0.01
Final Sat.:	1500	663	837	636	1364	1000	137	2428	435	371	2624	5
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.05	0.01	0.01	0.01	0.13	0.13	0.14	0.14	0.16	0.17
Crit Vol:	93			15			17					262
Crit Moves:	****			****			****					****

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.186
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0	2	0	29	20	440	0	0	513	1				
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
Initial Bse:	0	0	0	2	0	26	18	402	0	0	468	1				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	2	0	26	18	402	0	0	468	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	2	0	26	18	402	0	0	468	1				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	2	0	26	37	402	0	0	468	1				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	0.00	0.13	0.87	1.00	0.18	1.82	0.00	0.00	1.99	0.01				
Final Sat.:	0	3000	0	194	1306	1500	273	2727	0	0	2994	6				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.07	0.15	0.00	0.00	0.16	0.16				
Crit Vol:	0					26	18				235					
Crit Moves:						****	****				****					

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1!	0 0	1	0	1!	0 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	21	0	25	199	0	64	74	523	23	37	454	2				
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
Initial Bse:	19	0	23	182	0	58	68	477	21	34	415	2				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	19	0	23	182	0	58	68	477	21	34	415	2				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	19	0	23	182	0	58	68	477	21	34	415	2				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	19	0	23	182	0	58	68	477	21	34	415	2				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.46	0.00	0.54	1.51	0.01	0.48	1.00	1.92	0.08	1.00	2.99	0.01				
Final Sat.:	651	0	774	2156	0	694	1425	2730	120	1425	4256	19				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.03	0.08	0.00	0.08	0.05	0.17	0.17	0.02	0.10	0.10				
Crit Vol:			42	120				249		34						
Crit Moves:			****	****				****		****						

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 2 1 0
Volume Module:												
Base Vol:	51	2	89	9	0	1	2	661	65	90	450	6
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Initial Bse:	47	2	81	8	0	1	2	603	59	82	411	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:	47	2	81	8	0	1	2	603	59	82	411	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2	81	8	0	1	2	603	59	82	411	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
Final Vol.:	47	2	81	8	0	1	2	603	59	82	411	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	0.02	0.98	1.00	0.00	1.00	1.00	1.82	0.18	1.00	2.96	0.04
Final Sat.:	1425	31	1394	1425	0	1425	1425	2595	255	1425	4219	56
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.01	0.00	0.00	0.00	0.23	0.23	0.06	0.10	0.10
Crit Vol:		83			8			331			82	
Crit Moves:		****			****			****			****	

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1 1	0	1	0 1 1	0	1	0 2 1	0	1	0 3 0 1
Volume Module:												
Base Vol:	40	102	38	75	102	65	42	723	23	43	705	165
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	42	108	40	79	108	69	44	765	24	45	746	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:	42	108	40	79	108	69	44	765	24	45	746	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	108	40	79	108	69	44	765	24	45	746	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
Final Vol.:	42	108	40	79	108	69	44	765	24	45	746	175
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.22	0.78	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1375	2004	746	1375	1680	1070	1375	3998	127	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.06	0.06	0.06	0.03	0.19	0.19	0.03	0.18	0.13
Crit Vol:			74	79					263	45		
Crit Moves:			****	****					****	****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	290	454	0	0	289	187	651	0	282	0	0	0				
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
Initial Bse:	265	415	0	0	264	171	594	0	257	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	265	415	0	0	264	171	594	0	257	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	265	415	0	0	264	171	594	0	257	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	265	415	0	0	264	171	594	0	257	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	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1425	2850	0	0	2850	1425	2850	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.15	0.00	0.00	0.09	0.12	0.21	0.00	0.18	0.00	0.00	0.00				
Crit Vol:	265					171	297				0					
Crit Moves:	****					****	****									

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	1	8	20		18	5	81		47	248		3	51	377		11				
Growth Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91		0.91	0.91	0.91		0.91				
Initial Bse:	1	7	18		16	5	74		43	226		3	47	344		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:	1	7	18		16	5	74		43	226		3	47	344		10				
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0				
Reduced Vol:	1	7	18		16	5	74		43	226		3	47	344		10				
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00		1.00	1.00	1.00		1.00				
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00				
Final Vol.:	1	7	18		16	5	74		86	226		3	47	344		10				
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:	0.07	0.93	1.00		0.35	0.65	1.00		0.37	1.61		0.02	0.23	1.72		0.05				
Final Sat.:	103	1397	1500		519	981	1500		562	2412		26	349	2576		75				
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01		0.03	0.00	0.05		0.08	0.09		0.10	0.13	0.13		0.13				
Crit Vol:	1						74		43							200				
Crit Moves:	****						****		****							****				

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

Intersection #212 Navy Way / Seaside Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Permitted			Permitted			Protected				Protected			
Rights:	Ignore			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 3	0 1		2	0 3	0 0	
Volume Module:														
Base Vol:	46	0	501	0	0	0	0	1387	67	387	1191		0	
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06		1.06	
Initial Bse:	49	0	530	0	0	0	0	1467	71	409	1260		0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	49	0	0	0	0	0	0	1467	71	409	1260		0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	49	0	0	0	0	0	0	1467	71	409	1260		0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Final Vol.:	49	0	0	0	0	0	0	1467	71	409	1260		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	3.00	1.00	2.00	3.00		0.00	
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275		0	
Capacity Analysis Module:														
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.05	0.14	0.29		0.00	
Crit Vol:	24			0			489			205				
Crit Moves:	****						****			****				

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Scenario Report

Scenario:	Existing 2000 PM Peak
Command:	Existing 2000 PM Peak
Volume:	Existing 2000 PM Peak
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	Existing
Routes:	Default Routes
Configuration:	Existing 2000 PM Peak

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 17 Figueroa St / Harry Bridges Bl	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 21 Avalon Ave / Harry Bridges Blv	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000 V/C
# 23 Alameda St / Anaheim St	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
# 26 Henry Ford Ave / Anaheim St	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 31 Harbor Blvd / SR-47 WB On-Ramp	A	9.2	0.000	A	9.2	0.000	+ 0.000 D/V
# 32 Harbor Blvd / SR 47 EB Off-Ram	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
# 34 John S. Gibson / I-110 NB Ram	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
# 37 Figueroa St / C-St / I-110 Ram	C	21.3	0.673	C	21.3	0.673	+ 0.000 V/C
# 53 Pacific Ave / Front St	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
# 72 Fries Ave / Harry Bridges Blvd	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 73 Neptune Ave / Harry Bridges Bl	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000 V/C
# 92 ICTF Driveway # 1 / Sepulveda	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 93 ICTF Driveway # 2 / Sepulveda	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 94 Santa Fe Ave / Anaheim St	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
#110 John S. Gibson / Channel Stree	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#128 Broad Ave / Harry Bridges Blvd	A	xxxxx	0.285	A	xxxxx	0.285	+ 0.000 V/C
#212 Navy Way / Seaside Ave	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C

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

Intersection #17 Figueroa St / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Ignore				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	39	142	88	218	88	84	81	500	13	45	415	274				
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91				
Initial Bse:	36	130	80	199	80	77	74	457	12	41	379	250				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	36	130	80	199	80	0	74	457	12	41	379	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	36	130	80	199	80	0	74	457	12	41	379	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Vol.:	36	130	80	199	80	0	74	457	12	41	379	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.29	1.06	0.65	1.00	2.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00				
Final Sat.:	435	1584	981	1500	3000	1500	1500	2924	76	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08	0.13	0.03	0.00	0.05	0.16	0.16	0.03	0.13	0.00				
Crit Vol:	123			199					234	41						
Crit Moves:	****			****					****	****						

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

Intersection #21 Avalon Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	40	49	9	13	36	97	89	360	46	10	330	14				
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06				
Initial Bse:	42	52	10	14	38	103	94	381	49	11	349	15				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	52	10	14	38	103	94	381	49	11	349	15				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	42	52	10	14	38	103	94	381	49	11	349	15				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	42	52	10	14	38	103	188	381	49	21	349	15				
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:	0.82	1.00	0.18	0.18	0.82	1.00	0.44	1.40	0.16	0.06	1.86	0.08				
Final Sat.:	1224	1500	276	267	1233	1500	658	2106	236	87	2797	115				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03	0.05	0.03	0.07	0.14	0.18	0.21	0.12	0.12	0.13				
Crit Vol:	42					103			309	11						
Crit Moves:	****					****			****	****						

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

Intersection #23 Alameda St / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 1	1	0	2	0 1	1	0	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	7	241	386		10	181	116		74	596	13		270	719	29	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	7	255	408		11	191	123		78	631	14		286	761	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:	7	255	408		11	191	123		78	631	14		286	761	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	255	408		11	191	123		78	631	14		286	761	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	7	255	408		11	191	123		78	631	14		286	761	31	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.15	1.85		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1425	1643	2632		1425	2850	1425		1425	2850	1425		2850	2740	110	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.16	0.16		0.01	0.07	0.09		0.05	0.22	0.01		0.10	0.28	0.28	
Crit Vol:			221		11					315			143			
Crit Moves:			****		****					****			****			

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

Intersection #26 Henry Ford Ave / Anaheim St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound				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				Ignore				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	1	0 1	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	326	235	34		82	76	25		14	939	151		34	767	79	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	345	249	36		87	80	26		15	993	160		36	811	84	
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:	345	249	36		87	80	26		15	993	0		36	811	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	345	249	36		87	80	26		15	993	0		36	811	84	
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	
Final Vol.:	345	249	36		87	80	26		15	993	0		36	811	84	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.74	1.26	1.00		1.00	2.26	0.74		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2484	1791	1425		1425	3217	1058		1425	2850	1425		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.03		0.06	0.02	0.02		0.01	0.35	0.00		0.03	0.28	0.06	
Crit Vol:		198			87					497			36			
Crit Moves:		****			****					****			****			

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

Intersection #31 Harbor Blvd / SR-47 WB On-Ramp

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: A[9.2]

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 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	519	217	0	0	166	5	0	0	0	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	549	230	0	0	176	5	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	549	230	0	0	176	5	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	549	230	0	0	176	5	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	181	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.2	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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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

Intersection #32 Harbor Blvd / SR 47 EB Off-Ramp / Swinford St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1	0 1	1 0	1	1 0	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	289	649	14	7	139	34	53	31	812	25	23	31
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	306	687	15	7	147	36	56	33	859	26	24	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	687	15	7	147	36	56	33	859	26	24	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	687	15	7	147	36	56	33	859	26	24	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	306	687	15	7	147	36	56	33	859	26	24	33
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	1.61	0.39	1.26	0.74	1.00	0.63	0.58	0.79
Final Sat.:	1375	4038	87	1375	2210	540	1735	1015	1375	870	801	1079
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.01	0.07	0.07	0.03	0.03	0.62	0.03	0.03	0.03
Crit Vol:	0				92				859			42
Crit Moves:	****				****				****			****

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

Intersection #34 John S. Gibson / I-110 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	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	0	0	0	0
Lanes:	2	0	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	342	353	10		65	543	15		10	5	10		15	180	146	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	362	373	11		69	574	16		11	5	11		16	190	154	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	362	373	11		69	574	16		11	5	11		16	190	154	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	362	373	11		69	574	16		11	5	11		16	190	154	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	362	373	11		69	574	16		11	5	11		16	190	154	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.94	0.06		1.00	1.95	0.05		1.00	0.33	0.67		0.09	1.05	0.86	
Final Sat.:	2850	2771	79		1425	2773	77		1425	475	950		125	1504	1220	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.13		0.05	0.21	0.21		0.01	0.01	0.01		0.13	0.13	0.13	
Crit Vol:	181						295		11						180	
Crit Moves:	****						****		****						****	

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

Intersection #37 Figueroa St / C-St / I-110 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				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	0	0	0	0
Lanes:	1	0	2	0 0	0	0	1	1 0	1	0	1!	0 0	0	0	0	0 1
Volume Module:																
Base Vol:	295	38	0		0	64	36		382	0	382		0	0	36	
Growth Adj:	1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06	
Initial Bse:	312	40	0		0	68	38		404	0	404		0	0	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	312	40	0		0	68	38		404	0	404		0	0	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	312	40	0		0	68	38		404	0	404		0	0	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	312	40	0		0	68	38		404	0	404		0	0	38	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	1.28	0.72		1.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	464	978	0		0	615	365		1140	-601	601		0	0	515	
Capacity Analysis Module:																
Vol/Sat:	0.67	0.04	xxxx		xxxx	0.11	0.10		0.35	0.00	0.67		xxxx	xxxx	0.07	
Crit Moves:	****					****					****				****	
Delay/Veh:	23.7	10.1	0.0		0.0	10.7	10.2		22.8	19.6	19.6		0.0	0.0	10.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.7	10.1	0.0		0.0	10.7	10.2		22.8	19.6	19.6		0.0	0.0	10.0	
LOS by Move:	C	B	*		*	B	B		C	C	C		*	*	A	
ApproachDel:	22.1				10.5				22.8				10.0			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	22.1				10.5				22.8				10.0			
LOS by Appr:	C				B				C				A			
AllWayAvgQ:	1.7	0.0	0.0		0.0	0.1	0.1		1.8	1.8	1.8		0.1	0.1	0.1	

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

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

Intersection #53 Pacific Ave / Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	446	0	17	0	0	0	0	205	634	9	366	0
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Initial Bse:	407	0	16	0	0	0	0	187	579	8	334	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	0	16	0	0	0	0	187	579	8	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	0	16	0	0	0	0	187	579	8	334	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	407	0	16	0	0	0	0	187	579	8	334	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	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.01	0.00	0.00	0.00	0.00	0.07	0.41	0.01	0.12	0.00
Crit Vol:	407			0			0			167		
Crit Moves:	****						****			****		

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

Intersection #72 Fries Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	156	28	156	9	12	34	44	570	33	20	454	7
Growth Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Initial Bse:	142	26	142	8	11	31	40	520	30	18	415	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	26	142	8	11	31	40	520	30	18	415	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	26	142	8	11	31	40	520	30	18	415	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	4.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	26	142	8	11	31	80	520	30	73	415	6
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:	0.92	0.16	0.92	0.33	0.67	1.00	0.15	1.76	0.09	0.09	1.88	0.03
Final Sat.:	1376	247	1376	491	1009	1500	219	2638	143	143	2819	39
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.01	0.02	0.18	0.20	0.21	0.13	0.15	0.16
Crit Vol:	142					31			315	18		
Crit Moves:	****					****			****	****		

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

Intersection #73 Neptune Ave / Harry Bridges Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.284
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	0	0	0		2	0	26		34	687	0		0	679	3	
Growth Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
Initial Bse:	0	0	0		2	0	24		31	627	0		0	620	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		2	0	24		31	627	0		0	620	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		2	0	24		31	627	0		0	620	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		4.00	1.00	1.00		4.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		2	0	24		124	627	0		0	620	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	0.00		0.14	0.86	1.00		0.44	1.56	0.00		0.00	1.99	0.01	
Final Sat.:	0	3000	0		214	1286	1500		659	2341	0		0	2987	13	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.05	0.27	0.00		0.00	0.21	0.21	
Crit Vol:	0						24			402			0			
Crit Moves:							****			****			****			

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

Intersection #92 ICTF Driveway # 1 / Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1! 0	0	1	0	1! 0	0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	21	2	33		127	4	176		100	690	33		23	680	7	
Growth Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
Initial Bse:	19	2	30		116	4	161		91	630	30		21	621	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	19	2	30		116	4	161		91	630	30		21	621	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	2	30		116	4	161		91	630	30		21	621	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	19	2	30		116	4	161		91	630	30		21	621	6	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.37	0.04	0.59		1.00	0.01	0.99		1.00	1.91	0.09		1.00	2.97	0.03	
Final Sat.:	534	51	840		1425	14	1411		1425	2720	130		1425	4231	44	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.08	0.26	0.11		0.06	0.23	0.23		0.01	0.15	0.15	
Crit Vol:	19						365				330			21		
Crit Moves:	****						****				****			****		

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

Intersection #93 ICTF Driveway # 2 / Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	50		1	93	17		0	5	6	770		54	98	612		3
Growth Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
Initial Bse:	46		1	85	16		0	5	5	703		49	89	559		3
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	46		1	85	16		0	5	5	703		49	89	559		3
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	46		1	85	16		0	5	5	703		49	89	559		3
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	46		1	85	16		0	5	5	703		49	89	559		3
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.01		0.99	1.00	0.00		1.00	1.00	1.87		0.13	1.00	2.99		0.01
Final Sat.:	1425		15	1410	1425		0	1425	1425	2663		187	1425	4254		21
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06		0.06	0.01	0.00		0.00	0.26			0.26	0.06	0.13		0.13
Crit Vol:		86			16							376	89			
Crit Moves:		****			****							****	****			

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

Intersection #94 Santa Fe Ave / Anaheim St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				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	0	0	0	0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	45	141		53	197	159		77	74	803		18	33	730		188
Growth Adj:	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06	1.06	1.06		1.06
Initial Bse:	48	149		56	208	168		81	78	850		19	35	772		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:	48	149		56	208	168		81	78	850		19	35	772		199
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	48	149		56	208	168		81	78	850		19	35	772		199
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	48	149		56	208	168		81	78	850		19	35	772		199
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375		1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.45		0.55	1.00	1.35		0.65	1.00	2.93		0.07	1.00	3.00		1.00
Final Sat.:	1375	1999		751	1375	1853		897	1375	4035		90	1375	4125		1375
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07		0.07	0.15	0.09		0.09	0.06	0.21		0.21	0.03	0.19		0.14
Crit Vol:		103			208				78					257		
Crit Moves:		****			****				****					****		

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

Intersection #110 John S. Gibson / Channel Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 0	0	0	2	0 1	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	380		512	0	0		354	262	491		0	393	0		0	0
Growth Adj:	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91
Initial Bse:	347		467	0	0		323	239	448		0	359	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	347		467	0	0		323	239	448		0	359	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	347		467	0	0		323	239	448		0	359	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	347		467	0	0		323	239	448		0	359	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	2.00		0.00	0.00	2.00		1.00	1.66	0.01		1.33	0.00	0.00		0.00
Final Sat.:	1425	2850		0	0	2850		1425	2374	0		1901	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.24	0.16		0.00	0.00	0.11		0.17	0.19	0.00		0.19	0.00	0.00		0.00
Crit Vol:	347							239				269			0	
Crit Moves:	****							****				****				

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

Intersection #128 Broad Ave / Harry Bridges Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	1		7		95	5		3		53	126		555		0	28		259		31
Growth Adj:	0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91		0.91	0.91		0.91	
Initial Bse:	1		6		87	5		3		48	115		507		0	26		236		28
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	1		6		87	5		3		48	115		507		0	26		236		28
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	1		6		87	5		3		48	115		507		0	26		236		28
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		2.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	1		6		87	5		3		48	115		507		0	51		236		28
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:	0.02	0.98		1.00		0.16	0.84		1.00		0.37	1.63		0.00		0.19	1.63		0.18	
Final Sat.:	29	1471		1500		246	1254		1500		555	2445		0		290	2442		269	
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.00		0.06		0.02	0.00		0.03		0.21	0.21		0.00		0.09	0.10		0.11	
Crit Vol:				87		5						311				26				
Crit Moves:				****		****						****				****				

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

Intersection #212 Navy Way / Seaside Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 0	0 1	0	0 0	0 0	0	0 3	0 1	2	0 3	0 0
Volume Module:												
Base Vol:	108	0	656	0	0	0	0	1438	72	206	1333	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	114	0	694	0	0	0	0	1521	76	218	1410	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	0	0	0	0	0	0	1521	76	218	1410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	0	0	0	0	0	1521	76	218	1410	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	0	0	0	0	0	0	1521	76	218	1410	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	3.00	1.00	2.00	3.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.05	0.08	0.33	0.00
Crit Vol:	57				0			507		109		
Crit Moves:	****							****		****		