Appendix G
Traffic Impact Analysis (VOLUME II)

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TRAFFIC IMPACT ANALYSIS

INDUSTRY GENERAL PLAN UPDATE EIR

City of Industry, California
November 16, 2011

Prepared for:

THE PLANNING CENTER
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Costa Mesa, California 92626

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TRAFFIC IMPACT ANALYSIS

INDUSTRY GENERAL PLAN UPDATE EIR

City of Industry, California
November 16, 2011

1.0 INTRODUCTION

This report documents the findings of a traffic study conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine and evaluate the traffic impacts associated with the City of Industry's General Plan Buildout in Post-Year 2035 (i.e., not an actual buildout year, but rather a theoretical timeframe for analysis purposes based on latest regional forecasts), based upon the future land use designations presumed in the General Plan Update. The findings from this traffic study will be included in the Environmental Impact Report (EIR) being prepared by The Planning Center.

This study presents an inventory of existing (2010) characteristics of the City's street network (including key intersections and roadway segments), public transit, rail service, and bicycle facilities; identifies programmed transportation improvements that would be in place by Post-Year 2035; forecasts future baseline traffic volumes, and incremental traffic generated by the General Plan Buildout; evaluates potential impacts of these project-generated trips on the surrounding street system assuming existing infrastructure without programmed improvements, and in Post-Year 2035 with the completion of programmed improvements; identifies additional measures that could alleviate deficient operations; and presents findings from an evaluation of freeway mainline segments and ramp intersections located within the study area.

2.0 PROJECT DESCRIPTION

Figure 1 illustrates the City of Industry in relation to the surrounding street system and adjoining jurisdictions, including Los Angeles County and the cities of El Monte, South El Monte, Pico Rivera, Baldwin Park, West Covina, La Puente, Walnut, Diamond Bar, and Pomona.

Existing land use in the City is approximately **92,578,400 SF** (square feet), which excludes residential parcels (totaling 60 dwelling units), and is comprised of the following uses:

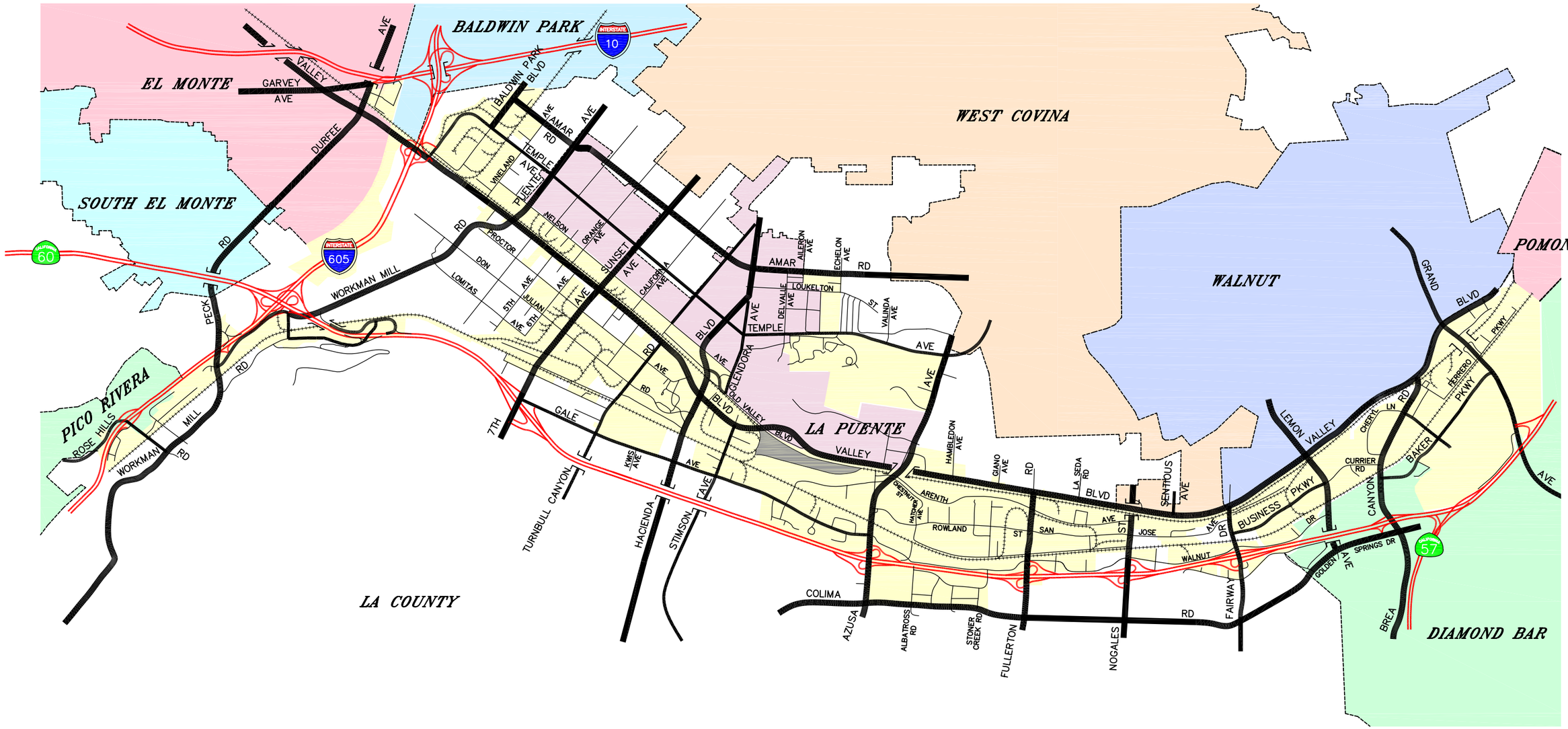
- 80,059,600 SF (86% of total) of industrial uses (i.e., manufacturing and assembly, light industrial, warehousing and distribution, commercial storage)
- 10,948,600 SF (12% of total) of commercial uses (i.e., retail, office, hotel/motel)
- 1,570,200 SF (2% of total) of public, quasi-public, open space, and other (i.e., transportation, communication, utilities, vacant land, roads, railroads, water/water facilities) uses

As indicated above, industrial and commercial uses are the primary land use types that exist in the City, totaling **91,008,200 SF**.

Based on a long-term horizon in Post-Year 2035 (i.e., not an actual buildout year, but rather a theoretical timeframe for analysis purposes based on latest regional forecasts), the General Plan Update accommodates a City-wide total of approximately **104,723,500 SF**, assumed to be categorized into the following land use designations:

- 91,659,500 SF (87.5% of total) of employment uses (i.e., industrial uses and the proposed Industry Business Center/IBC based on its 2004 Plan of Development)
- 13,064,000 SF (12.5% of total) of commercial uses (i.e., retail, office, auto dealers, big box retail, Pacific Palms Resort)

Comparing the Buildout projections of 104,723,500 SF against the 91,008,200 SF of existing industrial and commercial uses results in an increase of approximately **13,715,300 SF**. This growth of 13,715,300 SF is attributable to the City's General Plan Buildout, and the incremental trips that they could generate beyond existing conditions, correspond to the "project" evaluated in this traffic impact study.



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N NO SCALE

KEY

= CITY OF INDUSTRY

= UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

= RAIL LINES

FIGURE 1

CITY OF INDUSTRY AND ADJOINING JURISDICTIONS

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

3.0 STUDY SCOPE

The work scope for this study, including the base assumptions, technical methodologies, and geographic coverage, were developed in conjunction with City of Industry staff, and are in accordance with the Congestion Management Program (CMP) for Los Angeles County and Caltrans traffic impact analysis guidelines.

Trip forecasting, explicit traffic distribution and assignment on the street network, and detailed level of service analyses were conducted using *Traffix 8.0*.

3.1 Traffic Scenarios

The following three traffic scenarios are addressed in the study:

- **Existing (2010) Conditions** - The analysis of existing traffic conditions is intended to provide a base of analysis for the remainder of the study. The existing conditions analysis includes an assessment of the streets in the area, current traffic volumes, and operating conditions.

- **Existing (2010) Plus Project** - This phase of analysis adds project-generated forecasts (i.e., incremental trips due to growth of 13,715,300 SF attributable to the City's General Plan Buildout) to existing conditions. Any potential traffic impacts will be determined, and additional improvement measures to address the deficiencies will be identified. This Existing + Project traffic scenario is included in this study to address the Court ruling that invalidated the City of Sunnyvale EIR's use of post-approval "future" baseline for the analysis of project impacts.

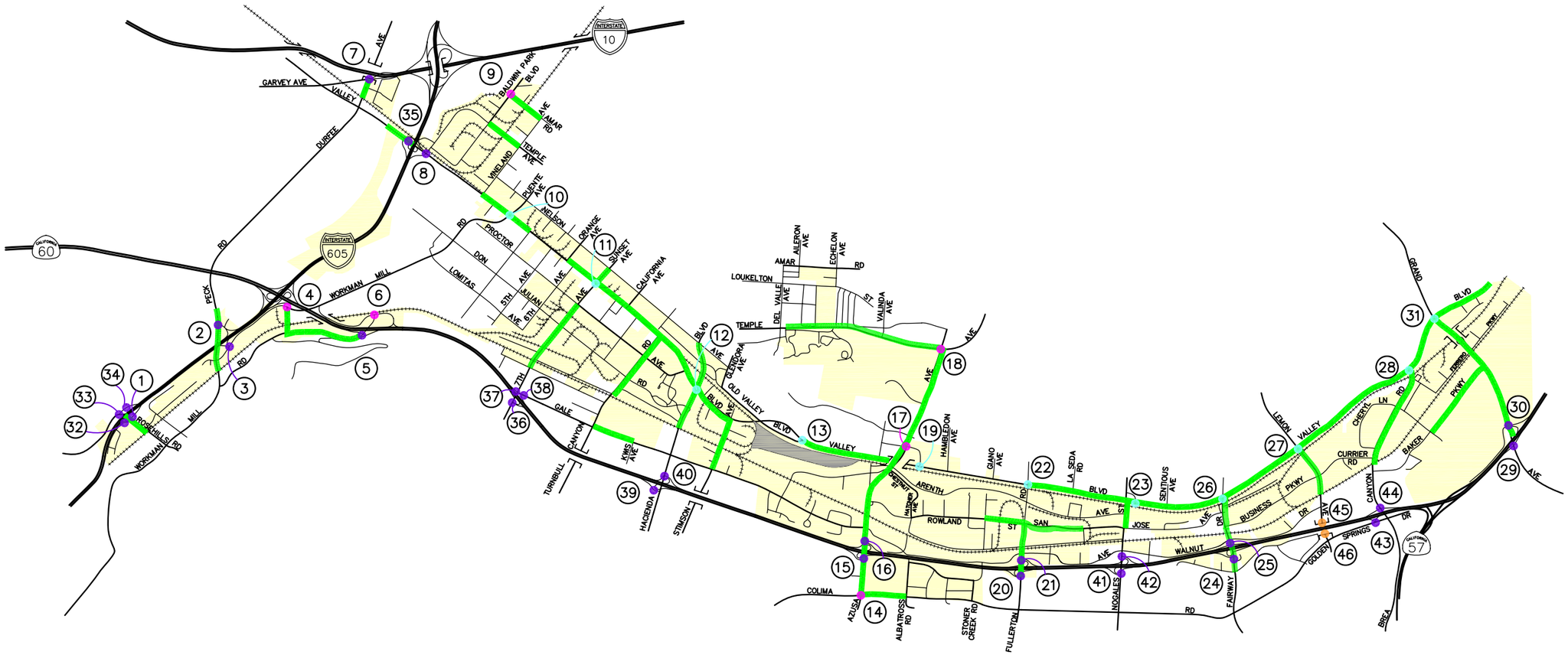
- **Post-Year 2035 General Plan Buildout with Existing Geometry** - This phase of analysis projects future traffic growth and operating conditions in Post-Year 2035 <u>without</u> the addition of programmed transportation improvements. Any potential traffic impacts will be determined, and additional improvement measures to address the deficiencies will be identified.

- **Post-Year 2035 General Plan Buildout with Programmed Improvements** - This phase of analysis projects future traffic growth and operating conditions in Post-Year 2035 <u>with</u> the addition of programmed transportation improvements. Any potential traffic impacts will be determined, and additional improvement measures to address the deficiencies will be identified.

3.2 Study Area

As illustrated on ***Figure 2***, a total of 46 key intersections were selected for detailed peak hour traffic counts (including truck classification counts) and traffic impact/level of service analyses. Of the 46 key intersections, 20 are City of Industry intersections (Azusa Avenue at Colima Road is also a CMP monitoring location), and 26 are freeway ramp intersections (within Caltrans' jurisdiction).

The intersection analysis is focused on assessing potential traffic impacts during the morning and evening commute peak hours (7:00 AM to 9:00 AM, and 4:00 PM to 6:00 PM, respectively) on a



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KEY

- = CITY OF INDUSTRY
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- = DAILY/ROADWAY SEGMENT TRAFFIC COUNT LOCATIONS
- (#) = STUDY IDENTIFICATION NUMBER
- = EXISTING INTERSECTION (CITY OF INDUSTRY)
- = EXISTING INTERSECTION (CALTRANS RAMP INTERSECTION)
- = FUTURE INTERSECTION (CALTRANS RAMP INTERSECTION)
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE 2

STUDY AREA

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

typical weekday. The peak hours during the weekday commute time periods typically correspond to the busiest traffic conditions.

A total of 50 roadway segments were selected for conducting daily/24-hour traffic counts, including truck classification counts, as shown on *Figure 2*.

To address Caltrans study requirements, all freeway on/off-ramp intersections with arterials were evaluated by applying the *Highway Capacity Manual* (HCM) Signalized Methodology and Unsignalized Methodology for calculating levels of service.

Per the CMP traffic impact analysis criteria, a freeway analysis must be conducted at "mainline freeway-monitoring stations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours." A total of 21 CMP freeway mainline monitoring stations were evaluated in this study.

4.0 EXISTING CONDITIONS

The City of Industry is within a 40-mile radius core that encompasses Los Angeles, Orange County, and the Inland Empire, providing numerous resources for transportation in serving the needs of the City's industrial and commercial facilities.

The assessment of existing conditions includes an inventory of the street system, truck traffic, transit and rail system, bicycle facilities, traffic volumes (passenger cars and trucks), and traffic operating conditions at analyzed locations.

4.1 Existing Street Network

The major portion of the City of Industry is bordered by Valley Boulevard on the north and the Pomona Freeway (SR-60) on the south, creating a narrow contour with a 1- to 2-mile width spanning approximately 13 miles in length from the San Gabriel River Freeway (I-605) on the west to just northeast of Grand Avenue on the east.

As illustrated on *Figure 2*, while the circulation network serving the City is essentially a grid system of roadways generally oriented in the north-south and east-west directions, Valley Boulevard and the SR-60 Freeway are the only continuous roadways that span the entire length of the City, which makes them primary carriers of regional traffic and the most heavily travelled corridors in the City. They provide connections to adjoining jurisdictions, which include portions of Los Angeles County (i.e., Hacienda Heights, Avocado Heights, Valinda, South San Jose Hills, and Rowland Heights), and the Cities of Pico Rivera, South El Monte, El Monte, Baldwin Park, La Puente, West Covina, Walnut, Diamond Bar, and Pomona.

The City's north-south arterial system links the two major corridors (i.e., Valley Boulevard and SR-60 Freeway), and, in conjunction with the east-west roadways, extend local access to neighboring jurisdictions, the San Bernardino Freeway (I-10) to the north, and the San Gabriel River Freeway (I-605) to the west. Within the study area, there are four arterials (7th Avenue-Sunset Avenue, Hacienda Boulevard-Vincent Avenue, Azusa Avenue, and Grand Avenue) that provide direct connections between the SR-60/57 Freeway and the I-10 Freeway, making them preferred routes for trips not only generated within the City, but also regional traffic with origins and destinations located outside of the City. Other City streets that carry relatively high traffic volumes include Nogales Street, Colima Road, and Gale Avenue (in addition to serving dense commercial frontage, the latter two roadways are considered to be popular alternate routes to the SR-60 Freeway during periods of congestion/traffic incidents on the freeway).

4.1.1 *Regional Facilities*

Regional facilities such as the Pomona Freeway (SR-60), San Bernardino Freeway (I-10), Orange Freeway-Pomona Freeway (SR-57), San Gabriel River Freeway (I-605), and Colima Road-Azusa Avenue (County Route N8) exist within or in the vicinity of the City of Industry.

Located in the southern portion of the study area, the Pomona Freeway (SR-60) runs in the east-west direction and provides eight to ten travel lanes. The western terminus of this facility lies in the City

of Los Angeles, where it merges with the Santa Monica Freeway (I-10). To the east, the SR-60 Freeway connects the City of Industry to Riverside County and the desert areas, where it merges with the I-10 Freeway at its eastern terminus. Within the study area, grade-separated interchanges exist at the I-605 Freeway, Crossroads Parkway S. and N., 7th Avenue, Hacienda Boulevard, Azusa Avenue, Fullerton Road, Nogales Street, Fairway Drive, Brea Canyon Road, and Grand Avenue.

North of the SR-60 Freeway, the San Bernardino Freeway (I-10) also runs in the east-west direction, and provides eight to ten travel lanes. It terminates in the City of Santa Monica to the west, connecting the City of Industry to the Pacific Ocean coastal communities, Los Angeles, and San Gabriel Valley. The I-10 Freeway provides access to San Bernardino County and Riverside County to the east. A major interchange serving the I-10 and I-605 Freeways provide direct regional access to and from the City of Industry.

In the eastern portion of the City, the Orange Freeway (SR-57) merges with the Pomona Freeway (SR-60), and diverges from it further to the northeast. The SR-57 Freeway runs in the north-south direction and provides eight to ten travel lanes, connecting the City of Industry to Orange County in the south, and terminates at the Foothill Freeway (I-210) in the north. A grade-separated interchange exists at Grand Avenue within the study area.

The San Gabriel River Freeway (I-605) runs in the north-south direction and provides eight travel lanes within the study area. Similar to the SR-57 Freeway, the I-605 Freeway provides access to Orange County in the south, and also terminates at the Foothill Freeway (I-210) in the north. Within the study area, grade-separated interchanges exist at Valley Boulevard, Peck Road, and Rose Hills Road.

Colima Road and Azusa Road have been designated as County Route N8, and provide a major arterial connection between Whittier Boulevard in the south and Arrow Highway in the north.

4.1.2 *Existing Signalized Intersections and Roadway Physical Characteristics*

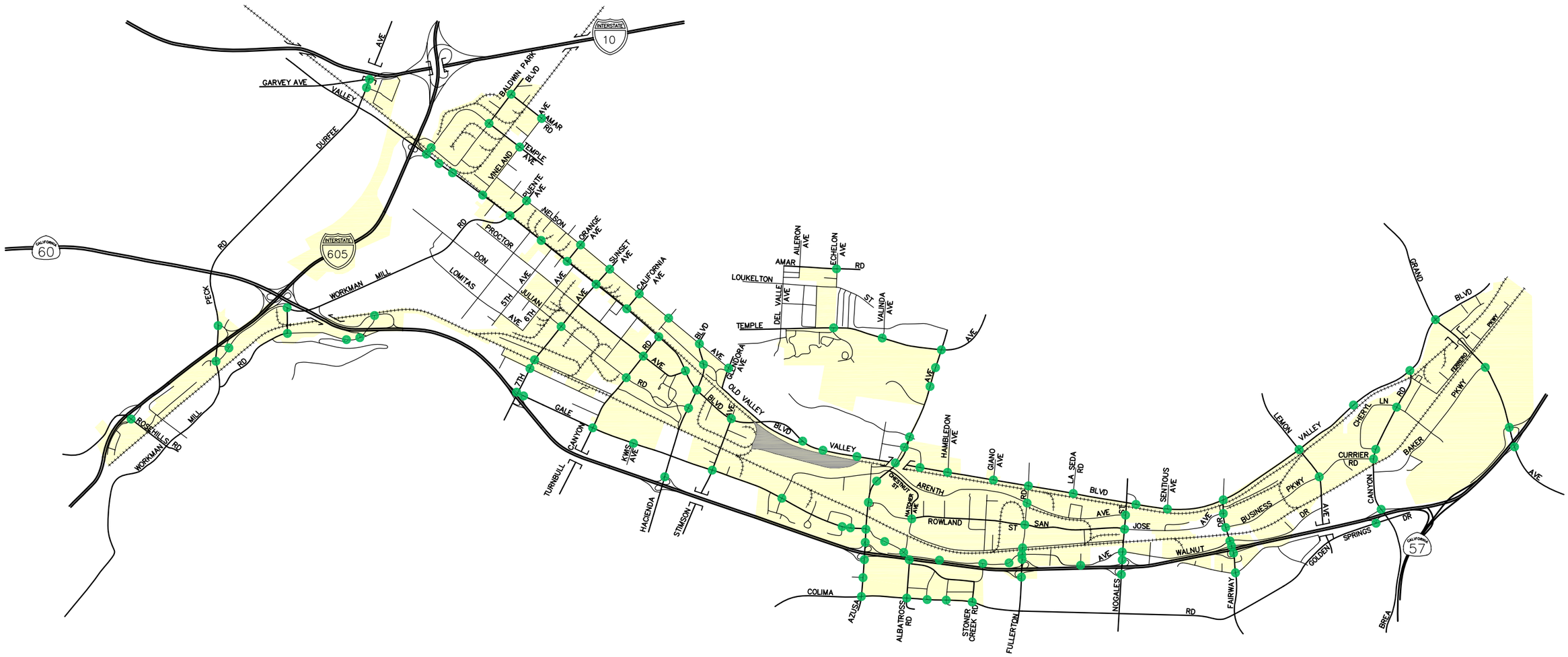
A comprehensive inventory of the street system within the study area was undertaken to develop a detailed description of existing traffic conditions.

Figure 3 shows where the existing traffic signals are located within the City of Industry. ***Figure 4*** illustrates the existing physical characteristics of the streets, including number of travel lanes, posted speed limits, median types, and on-street parking. ***Table 1*** provides a more refined breakdown of the existing roadway characteristics inventoried at key locations.

4.1.3 *Roadway Functional Classifications*

Roadways are classified according to their respective functions based upon the type of service they provide. The designations, which include freeways, major highways, secondary highways, limited secondary highways, and collector streets, have different corresponding roadway capacities.

Figure 5 illustrates the functional classifications of the roadways serving the City of Industry. The Los Angeles County functional classification standards, which are based on right-of-way widths and



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KEY

= CITY OF INDUSTRY

= UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

= EXISTING TRAFFIC SIGNAL (CITY OF INDUSTRY)

FIGURE 3

EXISTING (YEAR 2010) SIGNALIZED INTERSECTIONS

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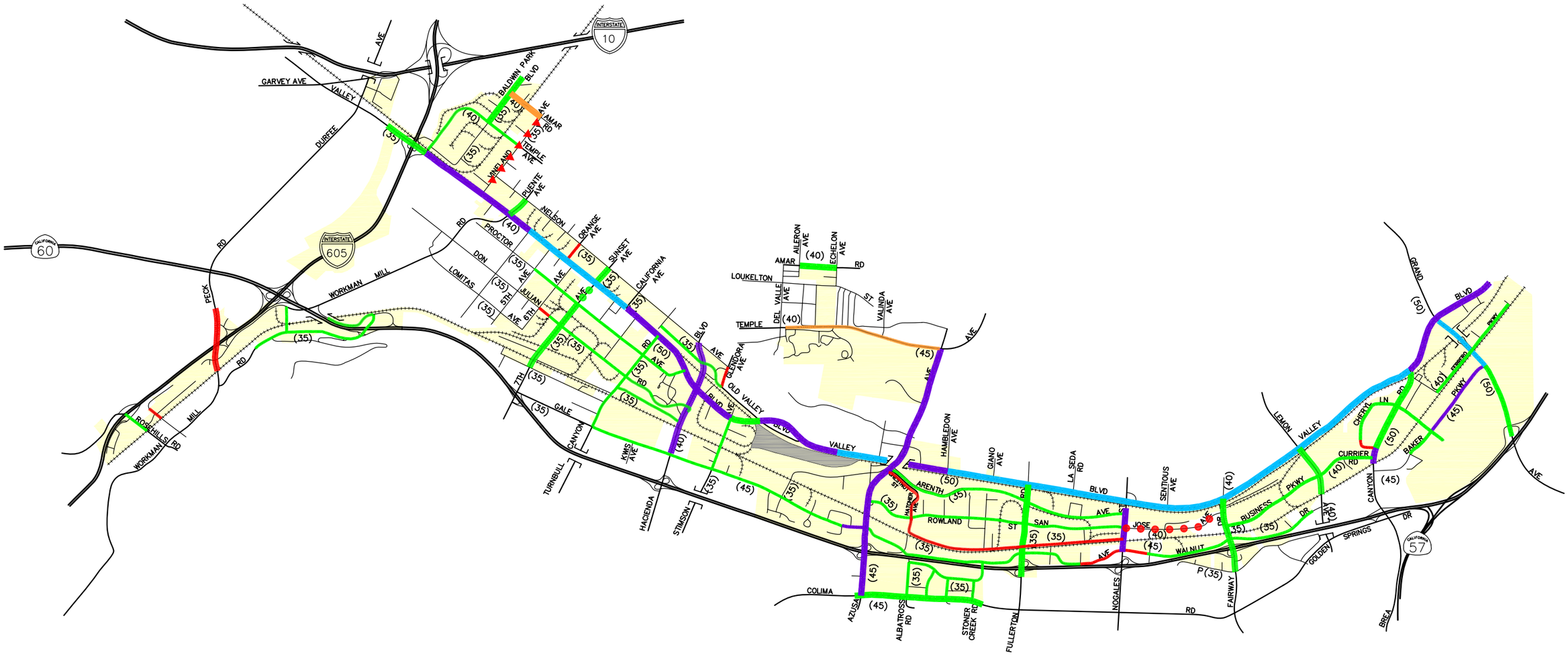

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KEY

- = CITY OF INDUSTRY BOUNDARIES
- (XX) = POSTED SPEED LIMIT (MPH)
- ▲▲▲ = PARKING PERMITTED ON NORTH OR WEST SIDE
- ●●● = PARKING PERMITTED ON SOUTH OR EAST SIDE
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- = 2-LANE DIVIDED ROADWAY
- = 4-LANE UNDIVIDED ROADWAY
- = 4-LANE DIVIDED ROADWAY
- = 5-LANE DIVIDED ROADWAY
- = 6-LANE DIVIDED ROADWAY

FIGURE 4

EXISTING (YEAR 2010) ROADWAY PHYSICAL CHARACTERISTICS

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

TABLE 1
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes AM Peak SB/EB	Number of Lanes AM Peak NB/WB	Number of Lanes PM Peak SB/EB	Number of Lanes PM Peak NB/WB	Parking/Stopping Restrictions SB/EB	Parking/Stopping Restrictions NB/WB	Speed Limit (MPH)
Amar Rd.	Baldwin Park Blvd.	Vineland Ave.	DDY	2	2	2	2	NP	P	40
	Aileron Ave.	Echelon Ave.	2WLT	2	2	2	2	NP	NP	40
Loukelton St.	Greycliff Ave.	Echelon Ave.	U	1	1	1	1	NP	NP	PF
Temple Ave.	Valley Blvd.	Baldwin Park Blvd.	2WLT	2	2	2	2	NP	NP	40
	Baldwin Park Blvd.	Vineland Ave.	DY	2	2	2	2	NP	NP	40
	Del Valle Ave.	Greycliff Ave.	DDY	2	2	2	2	NP	NP	40
	Greycliff Ave.	Expo Center Dr.	DDY	2	2	2	2	NP	NP	40
	Expo Center Dr.	Valinda Ave.	DDY	2	2	2	2	NP	NP	45
	Valinda Ave.	Azusa Ave.	DDY	2	2	2	2	NP	NP	45
Nelson Ave.	Vineland Ave.	Puente Ave.	U	1	1	1	1	NP	P	35
	Puente Ave.	Sunkist Ave.	U	1	1	1	1	NP	NP	35
	Sunkist Ave.	Orange Ave.	U	1	1	1	1	NP	P	35
	Orange Ave.	Sunset Ave.	U	1	1	1	1	NP	P	35
	Sunset Ave.	California Ave.	U	1	1	1	1	NP	P	35
	California Ave.	Unruh Ave.	U	1	1	1	1	NP	P	35
	Unruh Ave.	Hacienda Ave.	U	1	1	1	1	NP	P	35
	Hacienda Ave.	Glendora Ave.	U	1	1	1	1	NP	P	35
Stafford St.	Unruh Ave.	Hacienda Blvd.	RM	2	2	2	2	NP	NP	35
	Hacienda Blvd.	Glendora Ave.	RM	2	2	2	2	NP	NP	PF
Valley Blvd.	Peck Rd.	Temple Ave.	RM	2	2	2	2	NP	NP	35
	Temple Ave.	Vineland Ave.	RM	3	3	3	3	NP	NP	35
	Vineland Ave.	Workman Mill Rd./Puente Ave.	RM	3	3	3	3	NP	NP	40
	Workman Mill Rd./Puente Ave.	Athens Way	2WLT	3	3	3	3	NP	NP	40
	Athens Way	Orange Ave.	2WLT	3	2	3	2	NP	NP	40
	Orange Ave.	7th Ave./Sunset Ave.	2WLT	3	2	3	2	NP	NP	40
	7th Ave./Sunset Ave.	California Ave.	2WLT	3	2	3	2	NP	NP	40

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes AM Peak SB/EB	Number of Lanes AM Peak NB/WB	Number of Lanes PM Peak SB/EB	Number of Lanes PM Peak NB/WB	Parking/Stopping Restrictions SB/EB	Parking/Stopping Restrictions NB/WB	Speed Limit (MPH)
Valley Blvd. (Cont'd)	California Ave.	Turnbull Canyon Rd.	2WLT	3	3	3	3	NP	NP	40
	Turnbull Canyon Rd.	Proctor Ave.	2WLT	3	3	3	3	NP	NP	50
	Proctor Ave.	Hacienda Blvd.	RM	3	3	3	3	NP	NP	50
	Hacienda Blvd.	Stimson Ave.	2WLT	3	3	3	3	NP	NP	50
	Stimson Ave.	Central Ave.	DY	2	2	2	2	NP	NP	50
	Central Ave.	Old Valley Blvd.	2WLT	3	3	3	3	NP	NP	50
	Old Valley Blvd.	Wickford Ave.	RM	3	3	3	3	NP	NP	50
	Wickford Ave.	Azusa Ave.	RM	2	3	2	3	NP	NP	50
	Azusa Ave.	Hambledon Ave.	RM	3	3	3	3	NP	NP	50
	Hambledon Ave.	Giano Ave.	RM	2	3	2	3	NP	NP	50
	Giano Ave.	Fullerton Rd.	RM	2	3	2	3	NP	NP	50
	Fullerton Rd.	Nogales St.	RM	2	3	2	3	NP	NP	50
	Nogales St.	Sentious Ave.	RM	2	3	2	3	NP	NP	50
	Sentious Ave.	Fairway Dr.	RM	2	3	2	3	NP	NP	50
	Fairway Dr.	Lemon Ave.	RM	3	2	3	2	NP	NP	50
	Lemon Ave.	Pierre Rd.	RM	3	2	3	2	NP	NP	PF
	Pierre Rd.	Brea Canyon Rd.	RM	3	2	3	2	NP	NP	PF
	Brea Canyon Rd.	Grand Avenue	RM	3	3	3	3	NP	NP	PF
Proctor Ave.	5th Ave.	6th Ave.	2WLT	2	2	2	2	NP	NP	35
	6th Ave.	7th Ave.	2WLT	2	2	2	2	NP	NP	35
	7th Ave.	9th Ave.	2WLT	2	2	2	2	NP	NP	35
	9th Ave.	Turnbull Canyon Rd.	2WLT	2	2	2	2	NP	NP	35
	Turnbull Canyon Rd.	Valley Blvd.	2WLT	2	2	2	2	NP	NP	35
Don Julian Rd.	5th Ave.	6th Ave.	U	1	1	1	1	P	P	35
	6th Ave.	*(RR Crossing)*	DY	1	1	1	1	NP	NP	35
	(RR Crossing)	7th Ave.	DY	2	2	2	2	NP	NP	35
	7th Ave.	9th Ave.	DY	2	2	2	2	NP	NP	35
	9th Ave.	Turnbull Canyon Rd.	DY	2	2	2	2	NP	NP	35
	Turnbull Canyon Rd.	Hacienda Blvd.	DY	2	2	2	2	NP	NP	35
Lomitas Ave.	5th Ave.	6th Ave.	U	1	1	1	1	NP	P	35

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes AM Peak SB/EB	Number of Lanes AM Peak NB/WB	Number of Lanes PM Peak SB/EB	Number of Lanes PM Peak NB/WB	Parking/Stopping Restrictions SB/EB	Parking/Stopping Restrictions NB/WB	Speed Limit (MPH)
Bonelli St.	*(End of Road)*	7th Ave.	U	1	1	1	1	NP	NP	PF
Salt Lake Ave.	7th Ave.	Turnbull Canyon Rd.	U	1	1	1	1	NP	P	35
	Turnbull Canyon Rd.	Hacienda Blvd.	DY	2	2	2	2	NP	NP	35
Clark Ave.	6th Ave.	7th Ave.	U	1	1	1	1	NP	NP	35
	7th Ave.	Turnbull Canyon Rd.	U	1	1	1	1	NP	NP	35
Gale Ave.	Turnbull Canyon Rd.	Hacienda Blvd.	2WLT	2	2	2	2	NP	NP	35
	Hacienda Blvd.	Stimson Ave.	2WLT	2	2	2	2	NP	NP	35
	Stimson Ave.	Bixby Dr.	2WLT	2	2	2	2	NP	NP	45
	Bixby Dr.	Evergreen Ln.	2WLT	2	2	2	2	NP	NP	45
	Evergreen Ln.	Green Dr.	DDY	3	3	3	3	NP	NP	45
	Green Dr.	Azusa Ave.	DDY	3	3	3	3	NP	NP	45
	Azusa Ave.	Fullerton Rd.	2WLT	2	2	2	2	NP	NP	45
	Fullerton Rd.	Coiner Ct.	2WLT	2	2	2	2	NP	NP	45
	Coiner Ct.	Nogales St.	2WLT	1	1	1	1	NP	NP	45
Arenth Ave.	Azusa Ave.	Fullerton Rd.	DY	2	2	2	2	NP	NP	35
	Fullerton Rd.	Nogales St.	DY	2	2	2	2	NP	NP	35
Chestnut St.	Bixby Dr.	Azusa Ave.	U	1	1	1	1	NP	NP	35
	Azusa Ave.	Hatcher Ave.	2WLT	1	1	1	1	NP	NP	35
Railroad St.	Azusa Ave.	Hatcher Ave.	2WLT	2	2	2	2	NP	NP	35
	Hatcher Ave.	Fullerton Rd.	2WLT	1	1	1	1	NP	NP	35
	Fullerton Rd.	Nogales St.	2WLT	1	1	1	1	NP	NP	35
Rowland St.	Hatcher Ave.	Fullerton Rd.	2WLT	2	2	2	2	NP	NP	35

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes				Parking/Stopping Restrictions		Speed Limit (MPH)
				AM Peak		PM Peak				
				SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	
Castleton St.	Albatross Rd.	Stoner Creek Rd.	2WLT	2	2	2	2	NP	NP	35
Almahurst St.	Albatross Rd.	Hanover Rd.	U	1	1	1	1	NP	NP	PF
Keystone St.	Walnut Hall Rd.	Stoner Creek Rd.	U	1	1	1	1	NP	NP	PF
Colima Rd.	Azusa Ave.	Albatross Rd.	RM	2	2	2	2	NP	NP	45
	Albatross Rd.	Stoner Creek Rd.	RM	2	2	2	2	NP	NP	45
	Stoner Creek Rd.	*(City Limits)*	RM	2	2	2	2	NP	NP	45
San Jose Ave.	Fullerton Rd.	Nogales St.	DY	2	2	2	2	NP	NP	35
	Nogales St.	Fairway Dr.	DY	1	1	1	1	P	NP	40
Walnut Dr. N	Nogales St.	Otterbein Ave.	2WLT	1	1	1	1	NP	NP	45
	Otterbein Ave.	Fairway Dr.	DY	2	2	2	2	NP	NP	45
	Fairway Dr.	Lemon Ave.	DY	2	2	2	2	NP	NP	35
Walnut Dr. S	*(End of Road)*	Fairway Dr.	U	1	1	1	1	P	NP	35
	Fairway Dr.	*(End of Road)*	U	1	1	1	1	NP	NP	35
Harrison Ave.	Fairway Dr.	*(End of Road)*	U	1	1	1	1	NP	NP	35
Business Pkwy.	Fairway Dr.	Lemon Ave.	2WLT	2	2	2	2	NP	NP	35
Currier Rd.	Lemon Ave.	Brea Canyon Rd.	2WLT	2	2	2	2	NP	NP	40
Cheryl Ln.	Spanish Ln.	Brea Canyon Rd.	DY	1	1	1	1	NP	NP	PF

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes AM Peak SB/EB	Number of Lanes AM Peak NB/WB	Number of Lanes PM Peak SB/EB	Number of Lanes PM Peak NB/WB	Parking/Stopping Restrictions SB/EB	Parking/Stopping Restrictions NB/WB	Speed Limit (MPH)
Cheryl Ln. (Cont'd)	Brea Canyon Rd.	Baker Pkwy.	RM	2	2	2	2	NP	NP	PF
	Baker Pkwy.	*(End of Road)*	RM	2	2	2	2	NP	NP	PF
Ferrero Pkwy.	Old Ranch Rd.	Grand Ave.	DY	2	2	2	2	NP	NP	40
	Grand Ave.	*(End of Road)*	DY	2	2	2	2	NP	NP	40
Baker Pkwy.	Brea Canyon Rd.	Cheryl Ln.	2WLT	2	2	2	2	NP	NP	45
	Cheryl Ln.	Grand Ave.	2WLT	3	3	3	3	NP	NP	45
Garcia Ln.	Grand Ave.	Faure Ave.	U	1	1	1	1	NP	NP	PF
Rose Hills Rd.	I-605	*(RR Crossing)*	DY	2	2	2	2	NP	NP	35
Mission Mill Rd.	Baybar Rd.	*(RR Crossing)*	DY	1	1	1	1	NP	NP	PF
Capitol Ave.	Rose Hills Rd.	Mission Mill Rd.	U	1	1	1	1	NP	NP	PF
	Mission Mill Rd.	*(End of Road)*	U	1	1	1	1	P	P	PF
Peck Rd.	*(RR Crossing)*	Rooks Rd.	DY	1	1	1	1	NP	NP	45
Workman Mill Rd.	*(City Limit)*	Crossroads Pkwy. S	DY	2	2	2	2	NP	NP	PF
	Crossroads Pkwy. S	Pellissier Pl.	2WLT	2	2	2	2	NP	NP	35
Crossroads Pkwy. S	Workman Mill Rd.	SR-60	RM	2	2	2	2	NP	NP	35
Crossroads Pkwy. N	*(RR Crossing)*	SR-60	RM	2	2	2	2	NP	NP	35

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes AM Peak SB/EB	Number of Lanes AM Peak NB/WB	Number of Lanes PM Peak SB/EB	Number of Lanes PM Peak NB/WB	Parking/Stopping Restrictions SB/EB	Parking/Stopping Restrictions NB/WB	Speed Limit (MPH)
Railroad Ave.	Temple Ave.	Baldwin Park Blvd.	U	1	1	1	1	NP	NP	35
Baldwin Park Blvd.	Railroad Ave.	Temple Ave.	U	1	1	1	1	NP	NP	35
	Temple Ave.	Amar Rd.	2WLT	2	2	2	2	NP	NP	35
	Amar Rd.	*(City Limit)*	2WLT	2	2	2	2	NP	NP	35
Vineland Ave.	Valley Blvd.	Nelson Ave.	DY	1	1	1	1	NP	P	35
	Nelson Ave.	Temple Ave.	DY	1	1	1	1	NP	P	35
	Temple Ave.	Giordano St.	DY	1	1	1	1	P	P	35
	Giordano St.	Amar Rd.	DY	1	1	1	1	NP	P	35
Puente Ave.	Valley Blvd.	Nelson Ave.	2WLT	2	2	2	2	NP	NP	40
Orange Ave.	Valley Blvd.	Nelson Ave.	DY	1	1	1	1	NP	NP	35
Sunset Ave.	Valley Blvd.	Nelson Ave.	RM	2	2	2	2	NP	NP	35
California Ave.	Valley Blvd.	Nelson Ave.	DDY	1	1	1	1	NP	NP	35
6th Ave.	Lomitas Ave.	Don Julian Rd.	U	1	1	1	1	NP	NP	PF
	Don Julian Rd.	Proctor Ave.	U	1	1	1	1	NP	NP	PF
	Proctor Ave.	Valley Blvd.	U	1	1	1	1	P	NP	PF
7th Ave.	Clark Ave.	Don Julian Rd.	2WLT	2	2	2	2	NP	NP	35
	Don Julian Rd.	Proctor Ave.	2WLT	2	2	2	2	NP	NP	35
	Proctor Ave.	Valley Blvd.	2WLT	2	2	2	2	P	NP	35
9th Ave.	Don Julian Rd.	Proctor Ave.	U	1	1	1	1	NP	NP	PF

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes AM Peak SB/EB	Number of Lanes AM Peak NB/WB	Number of Lanes PM Peak SB/EB	Number of Lanes PM Peak NB/WB	Parking/Stopping Restrictions SB/EB	Parking/Stopping Restrictions NB/WB	Speed Limit (MPH)
9th Ave. (Cont'd)	Proctor Ave.	Valley Blvd.	U	1	1	1	1	NP	NP	PF
Turnbull Canyon Rd.	Gale Ave.	Don Julian Rd.	2WLT	2	2	2	2	NP	NP	35
	Don Julian Rd.	Proctor Ave.	2WLT	2	2	2	2	NP	NP	35
	Proctor Ave.	Valley Blvd.	2WLT	2	2	2	2	NP	NP	35
Hacienda Blvd.	Salt Lake Ave.	Valley Blvd.	RM	3	3	3	3	NP	NP	40
	Valley Blvd.	Nelson Ave.	RM	3	3	3	3	NP	NP	40
Glendora Ave.	Old Valley Blvd.	Nelson Ave.	DY	1	1	1	1	NP	NP	PF
Stimson Ave.	Gale Ave.	Valley Blvd.	2WLT	2	2	2	2	NP	NP	35
Bixby Dr.	Gale Ave.	Chestnut St.	U	1	1	1	1	NP	NP	35
Azusa Ave.	Colima Rd.	SR-60	RM	3	3	3	3	NP	NP	45
	SR-60	Gale Ave.	RM	3	3	3	3	NP	NP	45
	Gale Ave.	Rowland St.	RM	3	3	3	3	NP	NP	45
	Rowland St.	Chestnut St.	RM	3	3	3	3	NP	NP	45
	Chestnut St.	Hurley St.	RM	3	3	3	3	NP	NP	45
	Hurley St.	Industry Hills Pkwy.	RM	3	3	3	3	NP	NP	45
	Industry Hills Pkwy.	Temple Ave.	RM	3	3	3	3	NP	NP	45
Hatcher Ave.	Rowland St.	Chestnut St.	2WLT	1	1	1	1	NP	NP	35
Albatross Rd.	Colima Rd.	SR-60	2WLT	2	2	2	2	NP	NP	35
Hanover Rd.	Colima Rd.	Castleton St.	2WLT	2	2	2	2	NP	NP	35

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

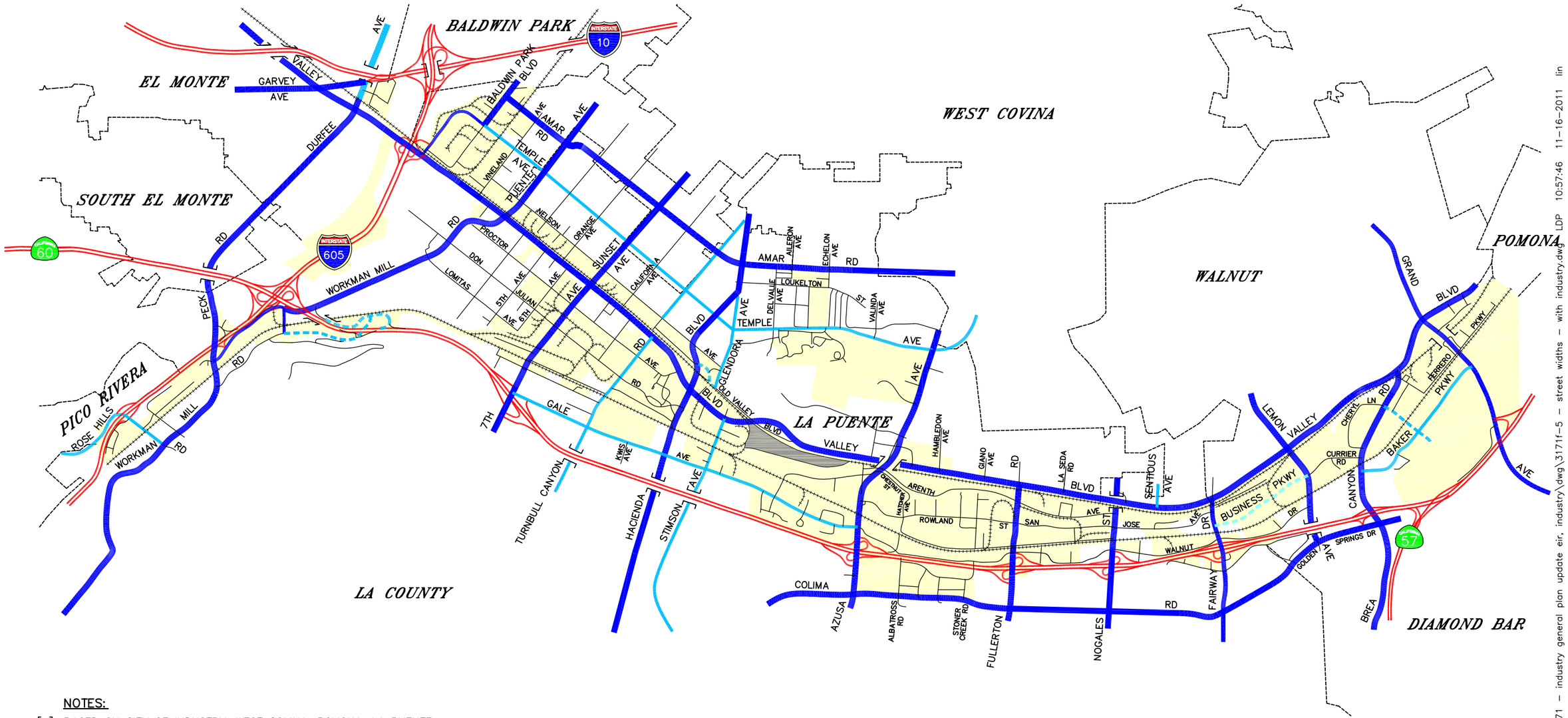
Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes AM Peak SB/EB	Number of Lanes AM Peak NB/WB	Number of Lanes PM Peak SB/EB	Number of Lanes PM Peak NB/WB	Parking/Stopping Restrictions SB/EB	Parking/Stopping Restrictions NB/WB	Speed Limit (MPH)
Walnut Hall Rd.	Colima Rd.	Castleton St.	2WLT	2	2	2	2	NP	NP	35
Stoner Creek Rd.	Colima Rd.	Castleton St.	2WLT	2	2	2	2	NP	NP	35
	Castleton St.	Gale Ave.	2WLT	2	2	2	2	NP	NP	35
Fullerton Rd.	SR-60	Gale Ave.	2WLT	2	2	2	2	NP	NP	35
	Gale Ave.	Railroad St.	2WLT	2	2	2	2	NP	NP	35
	Railroad St.	Rowland St./San Jose Ave.	2WLT	2	2	2	2	NP	NP	35
	Rowland St./San Jose Ave.	Arenth Ave.	2WLT	2	2	2	2	NP	NP	35
	Arenth Ave.	Valley Blvd.	2WLT	2	2	2	2	NP	NP	35
Nogales St.	Gale Ave./Walnut Ave.	Railroad St.	RM	3	3	3	3	NP	NP	PF
	Railroad St.	San Jose Ave.	RM	3	3	3	3	NP	NP	PF
	San Jose Ave.	Arenth Ave.	RM	3	3	3	3	NP	NP	PF
	Arenth Ave.	Valley Blvd.	RM	3	3	3	3	NP	NP	PF
Fairway Dr.	Walnut Dr. S	SR-60	RM	2	2	2	2	NP	NP	40
	SR-60	Walnut Dr. N	RM	2	2	2	2	NP	NP	40
	Walnut Dr. N	Business Pkwy.	RM	2	2	2	2	NP	NP	40
	Business Pkwy.	San Jose Ave.	RM	2	2	2	2	NP	NP	40
	San Jose Ave.	Valley Blvd.	RM	2	2	2	2	NP	NP	40
Lemon Ave.	Walnut Dr.	Business Pkwy./Currier Rd.	RM	2	2	2	2	NP	NP	40
	Business Pkwy./Currier Rd.	Valley Blvd.	RM	2	2	2	2	NP	NP	40
Brea Canyon Rd.	Baker Pkwy.	Currier Rd.	RM	3	3	3	3	NP	NP	40
	Currier Rd.	Spanish Ln.	RM	3	3	3	3	NP	NP	40
	Spanish Ln.	Cheryl Ln.	2WLT	2	2	2	2	NP	NP	50
	Cheryl Ln.	Valley Blvd.	2WLT	2	2	2	2	NP	NP	50

TABLE 1 (Continued)
EXISTING ROADWAY PHYSICAL CHARACTERISTICS

Roadway	West/ South End of Segment	East/ North End of Segment	Median Type	Number of Lanes				Parking/Stopping Restrictions		Speed Limit (MPH)
				AM Peak		PM Peak				
				SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	
Grand Ave.	SR-60	Baker Pkwy.	RM	2	2	2	2	NP	NP	50
	Baker Pkwy.	Ferrero Pkwy.	RM	3	2	3	2	NP	NP	50
	Ferrero Pkwy.	Valley Blvd.	RM	3	2	3	2	NP	NP	50

Notes:

MPH	= Miles Per Hour
U	= Undivided
DY	= Divided by a Double Yellow Line
DDY	= Divided by a Double-Double Yellow Line
RM	= Divided by a Raised Median
2WLT	= Divided by a Two-Way Left-Turn Lane
P	= Parking Permitted
NP	= No Parking
PF	= Prima Facie



NOTES:

[a] BASED ON CITY OF INDUSTRY, WEST COVINA, POMONA, LA PUENTE, PICO RIVERA, DIAMOND BAR, & EL MONTE GENERAL PLANS, AS WELL AS THE LOS ANGELES COUNTY HIGHWAY PLAN.

[b] BASED ON THE APPLICATION OF LOS ANGELES COUNTY'S ROADWAY CLASSIFICATION STANDARD TO EXISTING CROSS-SECTIONS.

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KEY

= CITY OF INDUSTRY
= UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
= RAIL LINES
= MAJOR HIGHWAY [a]
= SECONDARY HIGHWAY [a]
= SECONDARY HIGHWAY [b]
= LIMITED SECONDARY HIGHWAY [b]
= COLLECTOR STREET [b]

FIGURE 5

ROADWAY FUNCTIONAL CLASSIFICATIONS

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

not the number of travel lanes, were applied. For example, a roadway segment that provides four travel lanes may be classified and shown on *Figure 5* as a collector street because its right-of-way width is less than 64 feet.

The roadway categories are summarized as follows:

- ***Freeways*** are limited-access and high speed travelways included in the state and federal highway systems. Their purpose is to carry regional through traffic, and provide the greatest capacity (i.e., 2,000 vehicles per hour per lane) compared to the other roadway categories. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- ***Major Highways*** primarily serve through-traffic and major activity centers, are typically part of the highest traffic volume corridors, and provide access to abutting properties as a secondary function. Major highways are intended to provide four or more travel lanes, plus left-turn lanes, and their major intersections are signalized. According to Los Angeles County standards, major highways have a capacity of 1,000 vehicles per hour per lane, and a minimum right-of-way width of 100 feet (84 feet of roadway and 16 feet of sidewalk).

- ***Secondary Highways*** provide four travel lanes and may or may not have left-turn pockets. This facility type augments the major highway system, serves trips of moderate length, and puts more emphasis on land access than major highways do. According to Los Angeles County standards, secondary highways have a capacity of 850 vehicles per hour per lane, and a minimum right-of-way width of 80 feet (64 feet of roadway and 16 feet of sidewalk).

- ***Limited Secondary Highways*** typically provide four travel lanes, and have a capacity of 750 vehicles per hour per lane, plus a minimum right-of-way width of 64 feet, based on Los Angeles County standards.

- ***Collector Streets*** are roadways that provide traffic circulation within residential and non-residential (e.g., commercial and industrial) areas, and provide access to abutting properties. Collector roadways collect traffic from local streets and convey it to the arterial system, and are typically designed with two travel lanes, but may have up to four travel lanes, and may accommodate on-street parking. Based on Los Angeles County standards, collector streets have a capacity of 700 vehicles per hour per lane, and a minimum right-of-way width of less than 64 feet (44 feet of roadway and 20 feet of parkway)

Local streets, typically two-lane facilities, are all other streets in the circulation system that provide access to adjoining land use, and connections to collector streets. They distribute traffic within a localized area, and are not intended for use as a through street or a link between higher capacity facilities such as arterial roadways.

4.2 Existing Truck Traffic

Because the City is primarily comprised of industrial and commercial uses, its central location relative to Los Angeles, Orange County, and the Inland Empire, and proximity to the Ports of Los Angeles and Long Beach, trucking/goods movement is an integral aspect of the City's economy. More than 50 major trucking lines are franchised to serve the area, as well as freight forwarders and transportation/warehousing/distribution facilities. Overnight delivery from the City can be made to all major California cities, as well as Phoenix, Arizona, and Las Vegas, Nevada. To service regional demands for goods, these facilities generate a high volume of truck traffic on City streets.

Based on truck classification counts conducted as part of this study, approximately 19% of total daily traffic volumes in the City are trucks (17% are 2-axle trucks, and 2% are trucks with 3 or more axles). Approximately 5% of the AM and PM peak hour volumes are trucks. A more detailed discussion on truck volumes in the City is provided in the next section of this report.

Unlike other jurisdictions that have designated truck routes (and enforce their use) on roadways designed to accommodate larger vehicles (i.e., with slower speeds/frequent stops, requiring wider lanes/curb returns/intersections, and greater pavement integrity impacts), there are no formalized truck routes in the City because trucks are allowed to use any roadway in the City. This is consistent with State law that allows trucks to use any arterial for business purposes on that roadway. Unlike other cities with prominent residential districts, the City is primarily industrial/commercial in nature, and this helps avoid truck intrusion into neighborhoods.

The City does require new developments to provide adequate truck/oversized vehicle parking, and loading/unloading facilities on site and off City streets, could restrict trucking hours of operation to occur outside of the weekday AM and PM peak commute time periods, and regulate truck operations to minimize conflicts with adjoining land uses.

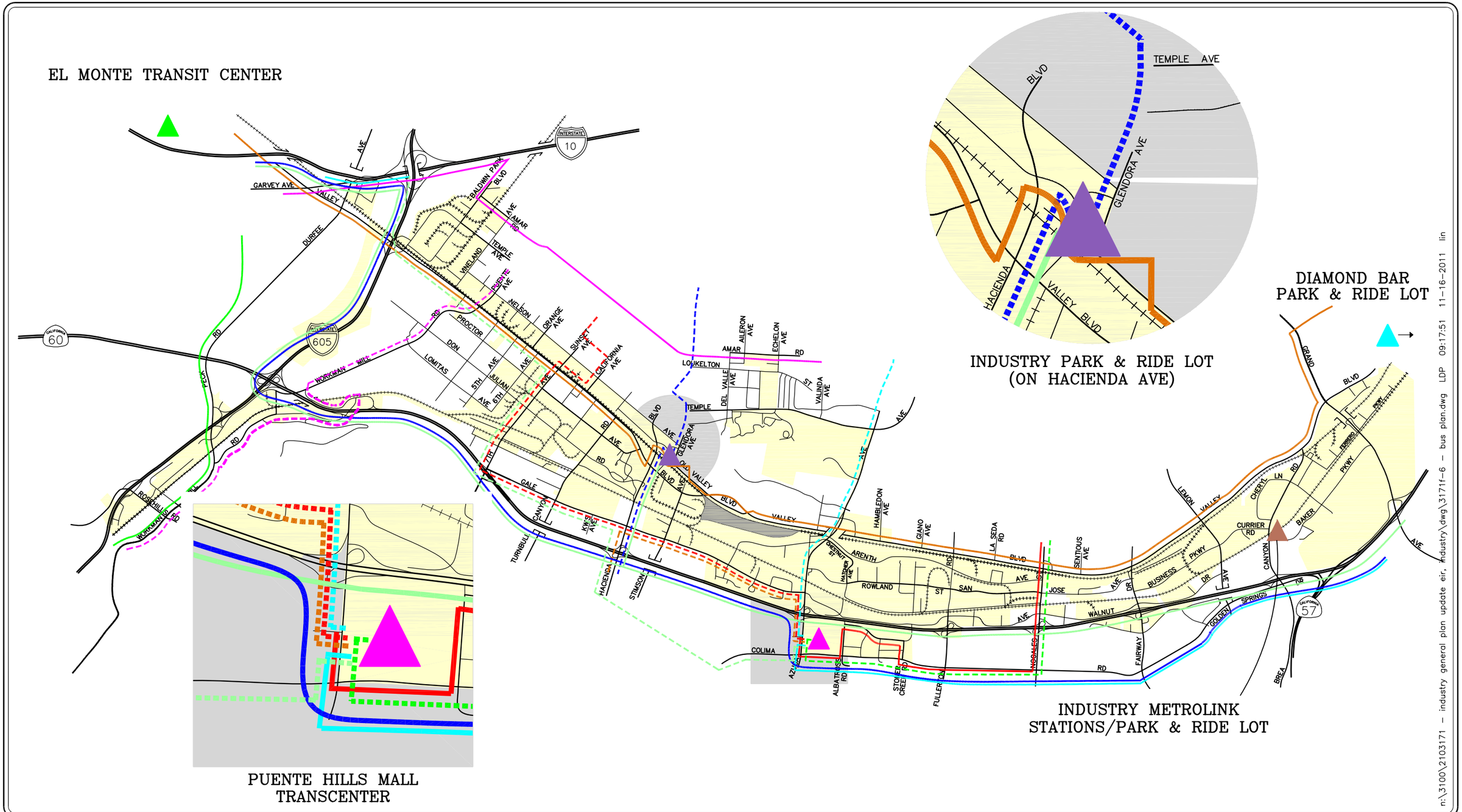
4.3 Existing Transit and Rail System

The study area is served by numerous bus lines operated by Foothill Transit and Metro, in addition to commuter rail service for the Metrolink Riverside Line, Metrolink San Bernardino Line, and Amtrak. A Metrolink station and two park-and-ride lots (one lot on Hacienda Avenue, and another lot serving the Metrolink station on Brea Canyon Road) exist in the City of Industry. Freight service is provided by Union Pacific, with a major intermodal facility/rail hub located in the heart of the City.

4.3.1 *Existing Bus Service & Park-and-Ride Lots*

Figure 6 illustrates the bus lines currently operating in the study area. Foothill Transit and Metro are the primary operators, and provide bus service to the Industry park-and-ride lot on Hacienda Avenue, Industry Metrolink station/park-and-ride lot, Puente Hills Mall Transcenter, and El Monte Transit Center.

The City of Industry's park-and-ride lot located on Hacienda Avenue and Stafford Street is served by Foothill Lines 185 and 497. It provides 200 parking spaces.



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LINSCOTT LAW & GREENSPAN engineers

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KEY

- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- = FOOTHILL TRANSIT LINE 178
- = FOOTHILL TRANSIT LINE 185
- = FOOTHILL TRANSIT LINE 274
- = FOOTHILL TRANSIT LINE 280
- = FOOTHILL TRANSIT LINE 281
- = FOOTHILL TRANSIT LINE 282
- = FOOTHILL TRANSIT LINE 285
- = FOOTHILL TRANSIT LINE 289
- = FOOTHILL TRANSIT LINE 482
- = FOOTHILL TRANSIT LINE 486
- = FOOTHILL TRANSIT LINE 493
- = FOOTHILL TRANSIT LINE 497
- = METRO LINE 194
- = METRO LINE 270

FIGURE 6

EXISTING (YEAR 2010) PUBLIC TRANSIT

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The Industry Metrolink station/park-and-ride lot is located on Brea Canyon near Currier Road. Approximately 1,200 parking spaces are provided, with no weekend parking allowed. The City has begun parking lot enhancements (i.e., constructing carports with solar panels on top that will produce renewable energy), which will reduce parking temporarily through Spring 2012. The station was previously served by Foothill Line 482, and at present, Metro has yet to determine the exact details for connecting transit service.

The Puente Hills Mall TransCenter is located on Azusa Avenue north of Colima Boulevard. This transit center serves Foothill transit lines 178, 185, 280, 281, 282, 285, 482, and 493. Approximately 120 park-and-ride spaces are provided.

The El Monte Transit Center is a large regional transport hub located on the corner of Santa Anita Avenue and Ramona Boulevard in the City of El Monte. On a daily basis, 22,000 passengers and 1,200 buses use this facility. It serves Foothill Transit Lines 178, 269, 481,482, 486, 488, 492, and 494, Silver Streak, Metro Lines 70, 76, 176, 190, 194, 267, 268, 270, 287, 487, and 577X, and Metro Rapid 770. It is being expanded to double its current size, expected to be completed in July 2012. The current facility has been demolished and will be replaced with a new two-level station. Bus operations have been temporarily relocated to a 20-bay Temporary Bus Terminal near the intersection of Santa Anita Ave and Ramona Blvd until construction of the new station is completed. A total of approximately 7,700 park-and-ride spaces will be provided.

The El Monte Metrolink station/park-and-ride lot is located on Railroad Street north of Valley Boulevard, and is served by Metro Line 268 and the City of El Monte commuter shuttles and trolley. Approximately 235 parking spaces are provided.

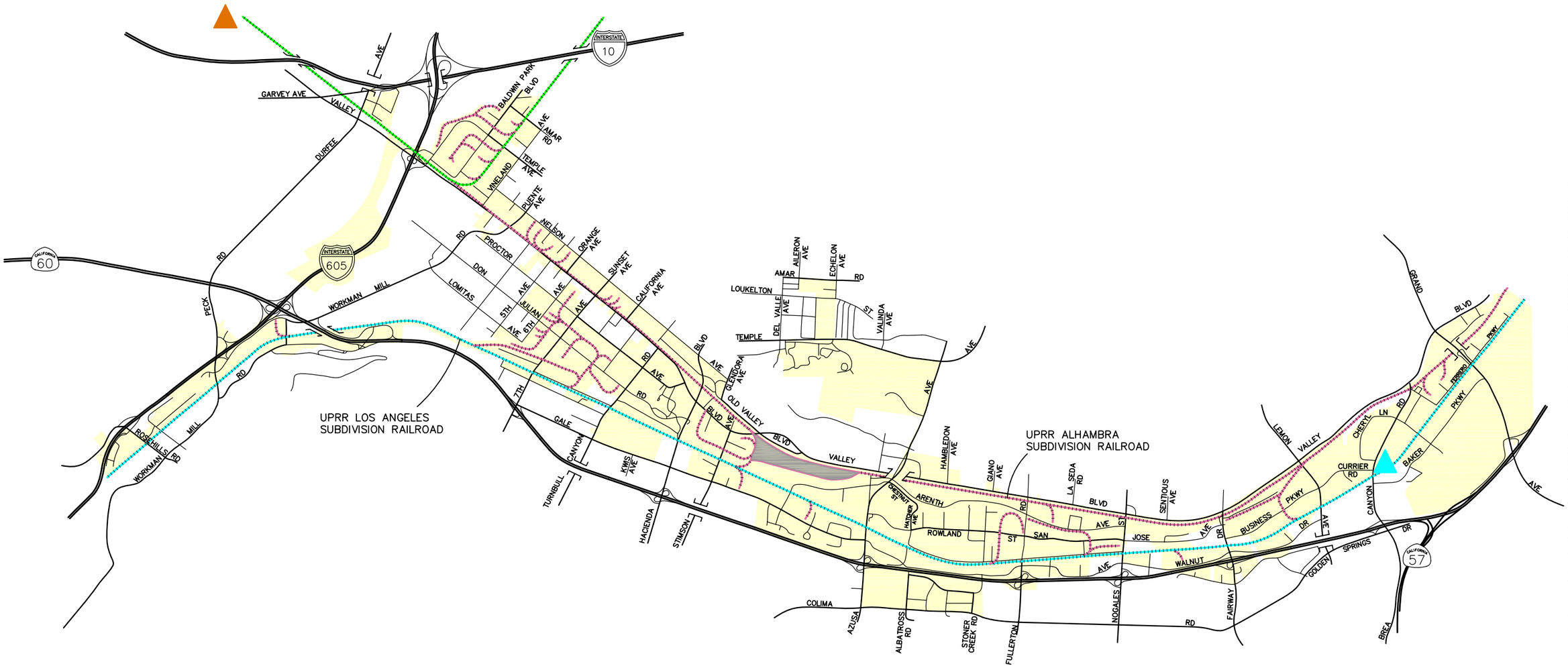
4.3.2 *Existing Rail Service*

As shown on ***Figure 7***, there are two Union Pacific Railroad (UPRR) alignments spanning the entire length of the City: (1) the UPRR Alhambra Subdivision rail line that runs parallel to Valley Boulevard, and (2) the UPRR Los Angeles Subdivision railroad, which runs closer to the SR-60 Freeway. These rail lines carry UPRR freight, and serve Metrolink and Amtrak.

The commuter, mass transit service is provided by the Metrolink Riverside Line and Metrolink San Bernardino Line, and interstate passenger service is provided by Amtrak. Metrolink stations and corresponding park-and-ride lots are located in the City of Industry and in the City of El Monte to the west.

The Metrolink Riverside Line stops at the Industry station, and operates 10 trains per weekday, 2 trains during the AM peak commute period, and 1 train during the PM peak commute period. Amtrak's Texas Eagle and Sunset Limited trains pass through, but do not stop at, the Industry station on Wednesdays, Fridays, and Sundays.

The Metrolink San Bernardino Line stops at the El Monte station, running 22 trains per weekday, 4 trains during the AM peak commute period, and 2 trains during the PM peak commute period.



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N NO SCALE

KEY

- = UNION PACIFIC RAIL LINE (FREIGHT)
- = METROLINK RIVERSIDE LINE, AMTRAK SUNSET LIMITED AND TEXAS EAGLE LINES, & UNION PACIFIC RAIL LINE (FREIGHT)
- = METROLINK SAN BERNARDINO LINE & UNION PACIFIC RAIL LINE (FREIGHT)
- = CITY OF INDUSTRY
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- = EL MONTE METROLINK STATION
- = INDUSTRY METROLINK STATION

FIGURE 7

EXISTING (YEAR 2010) RAIL SERVICE

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

Union Pacific operates an intermodal facility located south of Valley Boulevard between Stimson Avenue and Azusa Avenue. It serves as a mainline switching yard, which cuts delivery and transit times substantially, and also opens up the City of Industry to a 41-mile rail bypass that connects to the Port of Los Angeles and Port of Long Beach.

Along the UPRR Alhambra Subdivision rail line, there are 8 at-grade crossings in the City, as follows:

- Temple Avenue
- Vineland Avenue
- Puente Avenue
- California Avenue
- Fullerton Road
- Fairway Drive
- Lemon Avenue
- Brea Canyon Road

UPRR Los Angeles Subdivision railroad at-grade crossings in the City include the following 10 locations:

- Rose Hills Road
- Mission Mills Road
- Workman Mill Road
- Turnbull Canyon Road
- Stimson Avenue
- Bixby Drive
- Fullerton Road
- Nogales Street
- Fairway Drive
- Lemon Avenue

Improvements have been completed at the existing at-grade locations above, as implemented by the Alameda Corridor-East (ACE) Construction Authority. This single purpose construction authority was created by the San Gabriel Valley Council of Governments in 1998 to mitigate the impacts of significant increases in rail traffic over 70 miles of mainline railroad in the San Gabriel Valley. It is projected that train traffic through the Valley will increase by as much as 160 percent by the Year 2020.

ACE "Jump-Start" improvements are designed to increase safety and reduce congestion at grade crossings. Construction of new medians to prevent motorists from driving around safety gates, new sidewalks, installation of railroad and traffic signal measures, pedestrian safety and road restriping improvements have been completed at all of the ACE project grade crossings in the City of Industry. Construction of safety improvements at Stimson Avenue and Bixby Drive was completed in June 2001 and completed at Vineland Avenue in July 2001. Turnbull Canyon Road, Fairway Drive (UP),

Lemon Avenue (UP), Temple Avenue and Workman Mill Road projects were completed in October 2002. California Avenue, Fullerton Road (UP), Brea Canyon Road (SP), Mission Mill Road, Rose Hill Road and Puente Avenue were completed in December 2002.

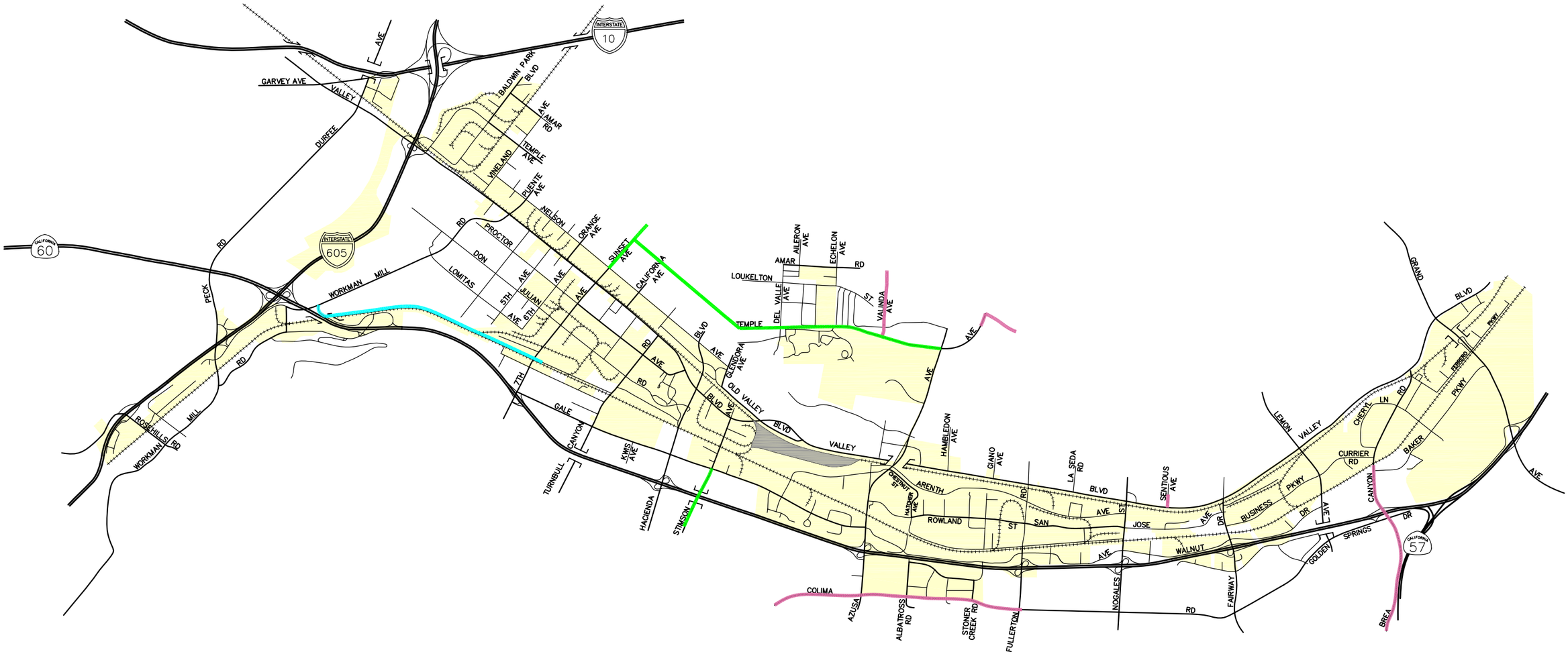
The following table, which was extracted from the ACE website, presents a summary of the improvements completed:

Median Improvements	**Roadway Widening**	**Railroad Signal Improvements**
California Ave.	California Ave.	Vineland Ave.
Fullerton Rd. (UP)	Fullerton Rd. (UP)	Temple Ave.
Brea Canyon Rd. (SP)	Fairway Dr. (UP)	Puente Ave.
Fairway Dr. (UP)	Lemon Ave. (UP)	Turnbull Canyon Rd.
Turnbull Canyon Rd. (UP)	Turnbull Canyon Rd.	California Ave.
Workman Mill Rd.	Rose Hills Rd.	Fullerton Rd. (UP)
Mission Mill Rd.		Lemon Ave. (UP)
Rose Hills Rd.		Brea Canyon Rd. (SP)
		Rose Hills Rd.
Roadway Restriping	**Traffic Signal Improvements**	**Construction of New Sidewalks**
Stimson Ave.	California Ave.	Vineland Ave.
Vineland Ave.	Puente Ave.	Puente Ave.
Bixby Dr.	Fullerton Rd. (UP)	Mission Mill Rd.
Brea Canyon Rd. (SP)	Brea Canyon Rd. (SP)	California Ave.
Turnbull Canyon Rd.	Mission Mill Rd.	Fullerton Rd. (SP/UP)
Puente Ave.		Lemon Ave. (UP)
Fullerton Rd. (UP)		Brea Canyon Rd. (SP)
Lemon Ave. (UP)		Turnbull Canyon Rd.
Fairway Dr. (UP)		Workman Mill Rd.
		Rose Hills Rd.

4.4 Existing Bicycle Facilities

Figure 8 shows the location of existing bicycle facilities within the study area, including bicycle paths, lanes, and routes.

A bike path, designated as Class I, is defined as a facility for the exclusive use of bicycles which is separated from vehicular facilities by space or a physical barrier. A bike lane (Class II) is a preferential-use lane for bicycles typically located along the edge of the paved roadway, or between the parking lane and the outermost vehicular travel lane. A bike path (Class III) is a roadway identified as a bicycle facility by "Bike Route" signage only, without any special pavement or lane markings. The roadway is shared by both vehicular and bicycle traffic.



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N NO SCALE

KEY

- = CITY OF INDUSTRY
- = BIKE PATH (CLASS I)
- = BIKE LANE (CLASS II)
- = BIKE ROUTE (CLASS III)
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

FIGURE 8

EXISTING (YEAR 2010) BICYCLE FACILITIES

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

4.5 Existing (Year 2010) Traffic Volumes

Weekday AM and PM peak period traffic counts were collected at the 44 existing key intersections in 2008 through 2010. ***Appendix A*** contains ***Figures A-1*** through ***A-4***, which provide the breakdown between autos and trucks at each key intersection during the AM and PM peak hours.

Based on the truck classification counts that were collected at the intersections during the AM and PM peak periods, and the application of a Passenger Car Equivalent (PCE) factor of 2.0 for each truck, the PCE traffic volumes were calculated for each key intersection. ***Figures 9A*** through ***10B*** illustrate the existing weekday AM and PM peak hour PCE traffic volumes, respectively.

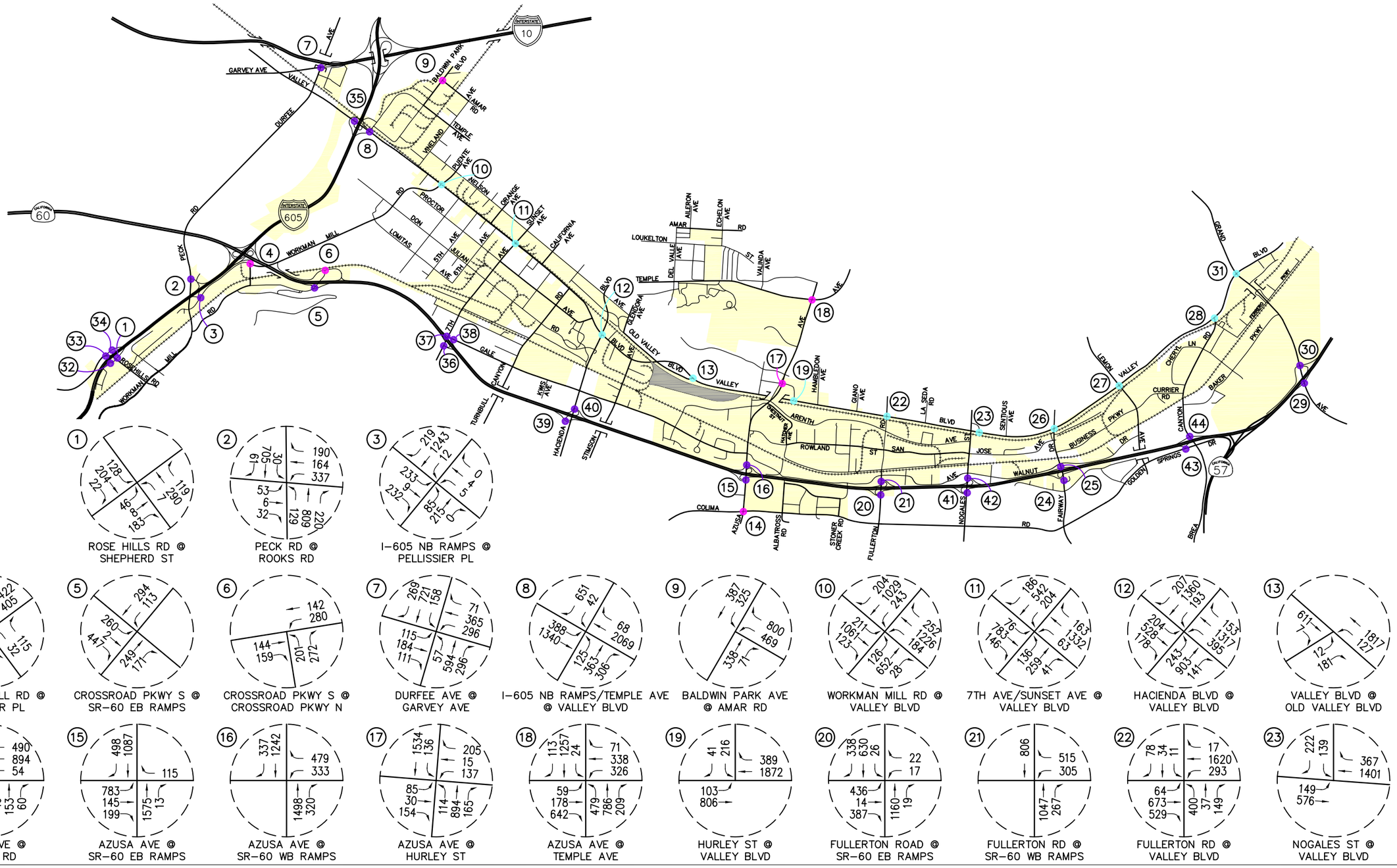
In addition to intersection peak period traffic counts, daily/24-hour traffic counts, including truck classification counts, were conducted in 2010 at 50 roadway segments identified previously on *Figure 2*. ***Figure 11*** presents the existing roadway segment daily traffic volumes, categorized between autos and trucks.

Valley Boulevard is the only arterial that spans the entire length of the City, which makes it a primary carrier of regional traffic, and the most heavily travelled east-west corridor in the City (in addition to the SR-60 Freeway). It provides connections to adjoining jurisdictions, and is a preferred route for trips not only generated within the City, but also regional traffic with origins and destinations located outside of the City. It is also a popular alternative to the SR-60 Freeway during periods of congestion/traffic incidents on the freeway.

As far as other east-west streets in the City, traffic along Colima Road is very concentrated based on the counts collected, with a slightly higher percentage of trucks on the average compared to Valley Boulevard. The traffic counts indicate that the third busiest east-west roadway in the City is Gale Avenue. This is to be expected because it serves adjoining commercial uses, and is a convenient alternate route to the SR-60 Freeway. As in the case of Valley Boulevard, this diverted traffic is regional in nature, and not directly attributable to the City of Industry.

The City's north-south arterial system links the two major corridors (i.e., Valley Boulevard and SR-60 Freeway), and, in conjunction with the east-west roadways, extend local access to neighboring jurisdictions, the San Bernardino Freeway (I-10) to the north, and the San Gabriel River Freeway (I-605) to the west. Within the study area, there are four arterials (7th Avenue-Sunset Avenue, Hacienda Boulevard-Vincent Avenue, Azusa Avenue, and Grand Avenue) that provide direct connections between the SR-60/57 Freeway and the I-10 Freeway, making them preferred routes regional traffic, not necessarily trips generated by the City. Azusa Avenue is the busiest north-south street, carrying the greatest number of trucks on the average for the entire City. Hacienda Boulevard is second, and then Grand Avenue as the third most heavily travelled north-south roadway in the City.

Based on SCAG's existing VMT (Vehicle Miles Travelled) estimates for the City, only about 3% of the total VMT are attributable to trips that start and end in the City of Industry. In other words, based on the SCAG data, the City currently generates a relatively small portion of the total existing



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NO SCALE

KEY

- = CITY OF INDUSTRY
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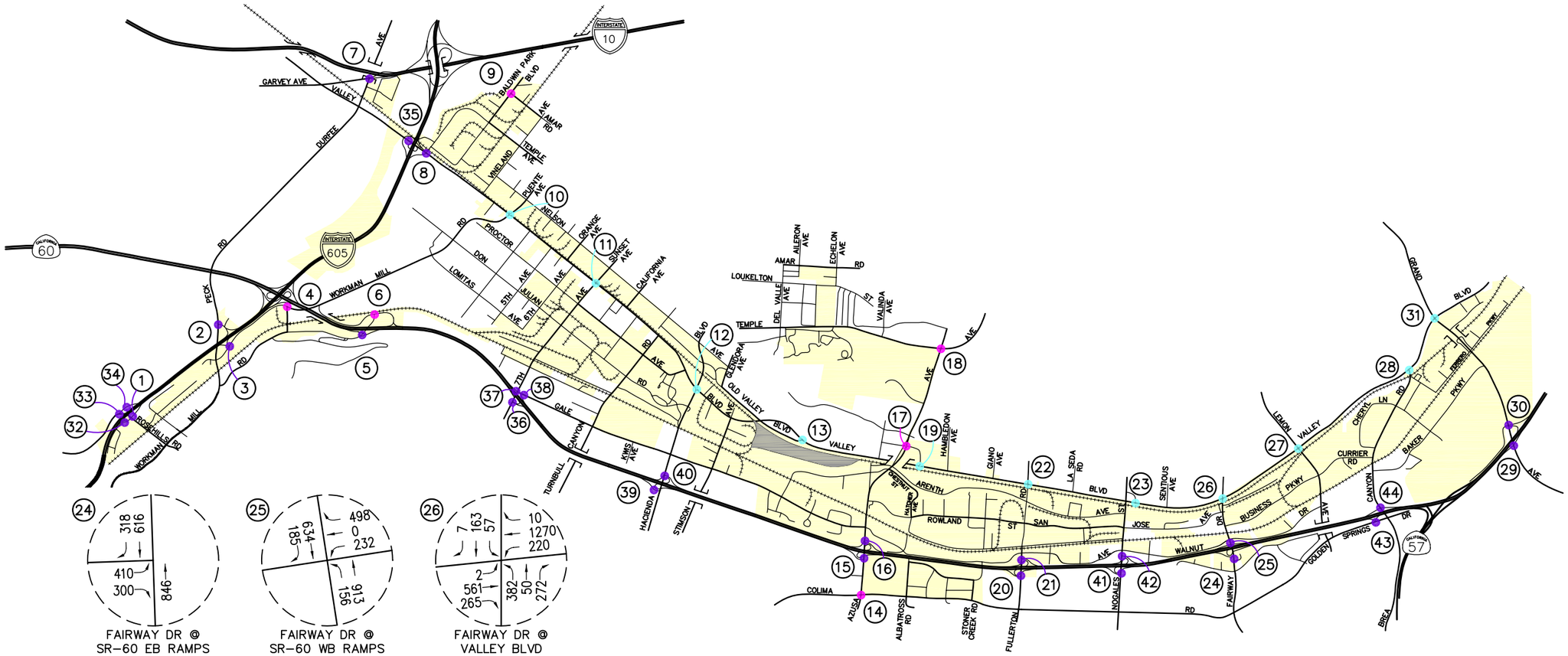
- (#) = STUDY IDENTIFICATION NUMBER
- = STUDY INTERSECTION
- = CALTRANS RAMP INTERSECTION
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE 9A

EXISTING (YEAR 2010)
AM PEAK HOUR PCE TRAFFIC VOLUMES
INTERSECTIONS 1 THROUGH 23

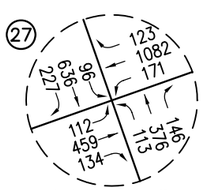
CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



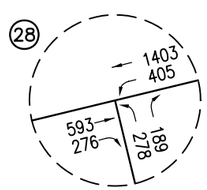
FAIRWAY DR @
SR-60 EB RAMPS

FAIRWAY DR @
SR-60 WB RAMPS

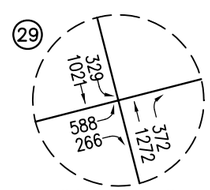
FAIRWAY DR @
VALLEY BLVD



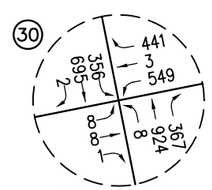
LEMON AVE @
VALLEY BLVD



BREA CANYON RD @
VALLEY BLVD



GRAND AVE @
SR-60 EB RAMPS



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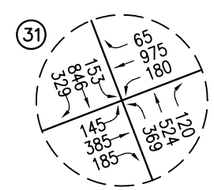
SR-60 WB RAMPS



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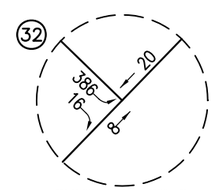
VALLEY BLVD



SHEPHERD ST @
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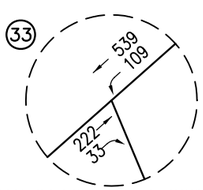

SAN GABRIEL RIVER PKWY @
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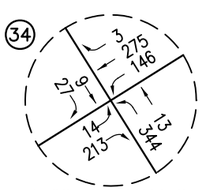

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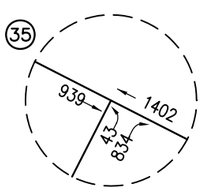
ROSE HILLS RD



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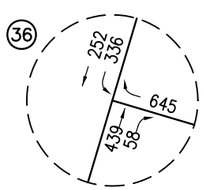
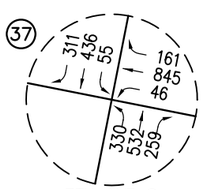
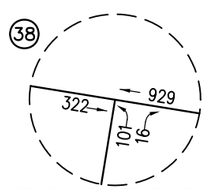
VALLEY BLVD



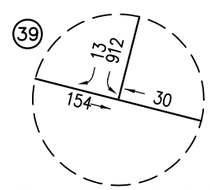
7TH AVE @
SR-60 EB RAMP



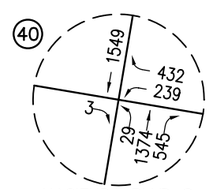
7TH AVE @
SR-60 WB ON-RAMP



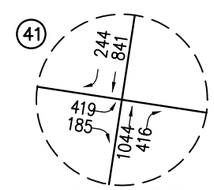
SR-60 WB OFF-RAMP @
GALE AVE



SR-60 EB OFF-RAMP @
THREE PALMS ST



HACIENDA BLVD @
SR-60 WB OFF-RAMP



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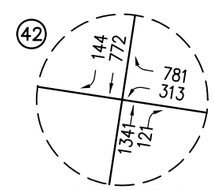
SR-60 EB RAMPS



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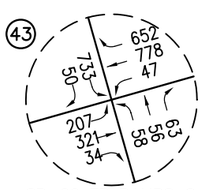
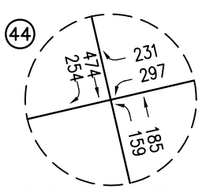
SR-60 WB RAMPS



SR-60 EB RAMPS @
GOLDEN SPRINGS DR



BREA CANYON RD @
SR-60 WB RAMPS

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LINSCOTT LAW & GREENSPAN engineers

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NO SCALE

KEY

= CITY OF INDUSTRY
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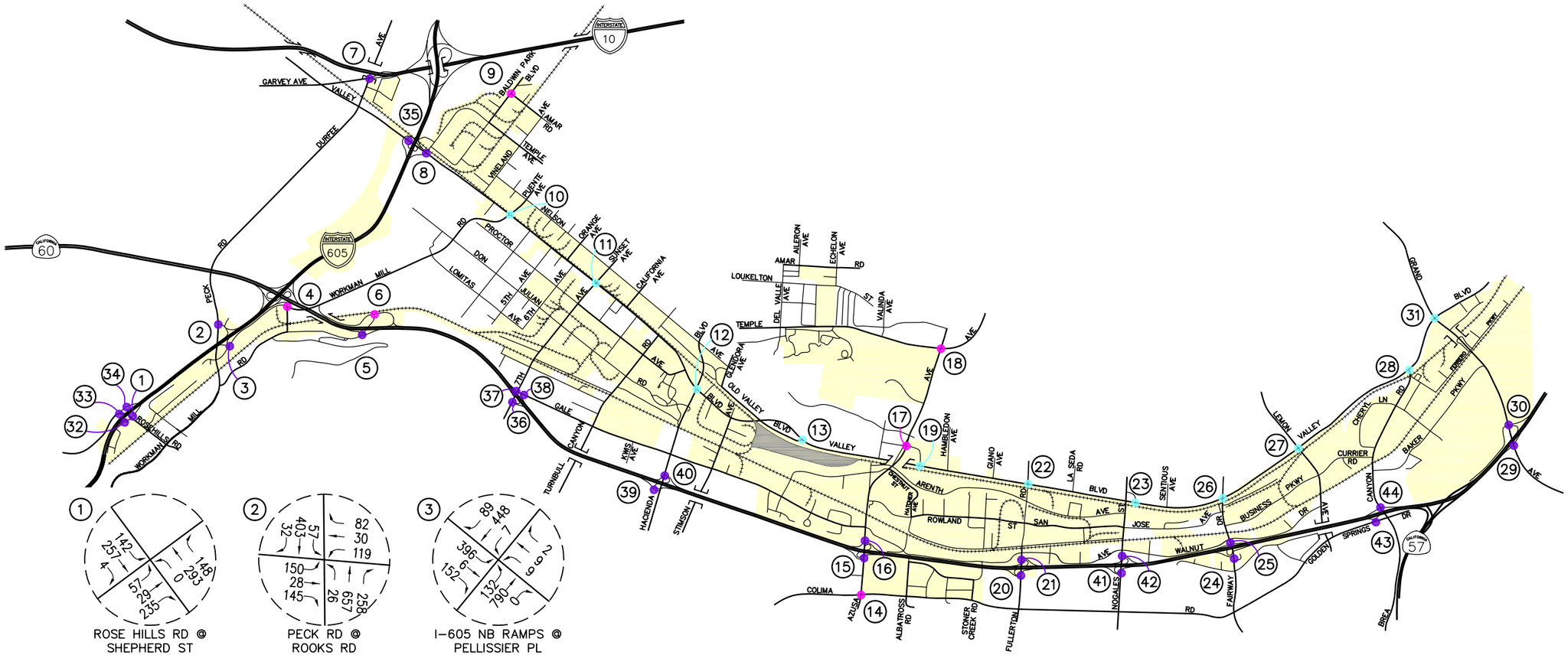
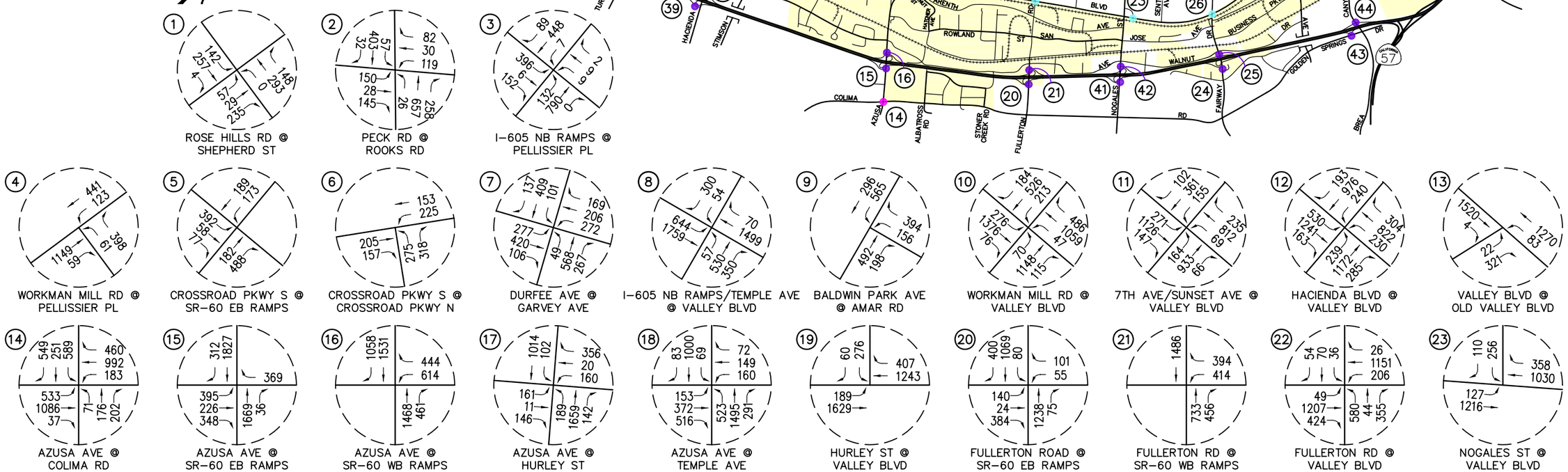
= STUDY INTERSECTION
= CALTRANS RAMP INTERSECTION
= RR/VALLEY CORRIDOR INTERSECTION

FIGURE 9B

EXISTING (YEAR 2010)
AM PEAK HOUR PCE TRAFFIC VOLUMES
INTERSECTIONS 24 THROUGH 44

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR





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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

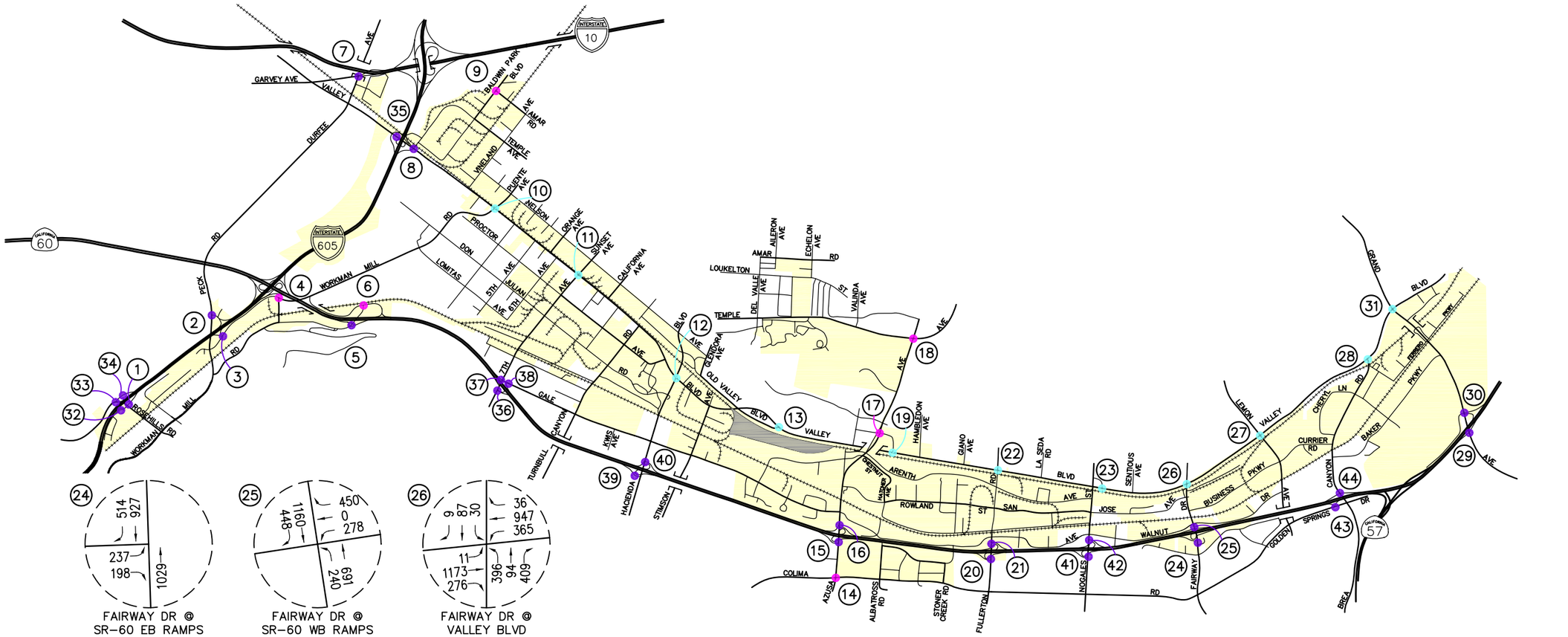
KEY

- = CITY OF INDUSTRY
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- (#) = STUDY IDENTIFICATION NUMBER
- = STUDY INTERSECTION
- = CALTRANS RAMP INTERSECTION
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE 10A

EXISTING (YEAR 2010)
PM PEAK HOUR PCE TRAFFIC VOLUMES
INTERSECTIONS 1 THROUGH 23

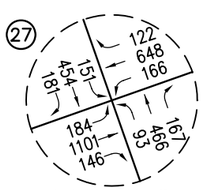
CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



FAIRWAY DR @
SR-60 EB RAMPS

FAIRWAY DR @
SR-60 WB RAMPS

FAIRWAY DR @
VALLEY BLVD



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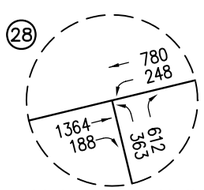
VALLEY BLVD



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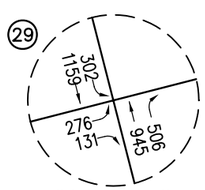

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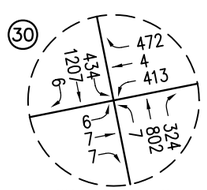

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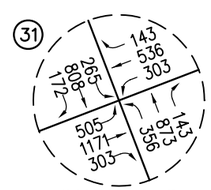

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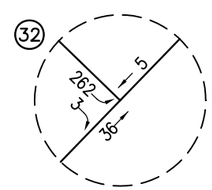
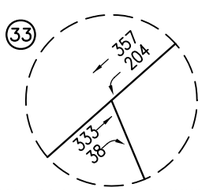
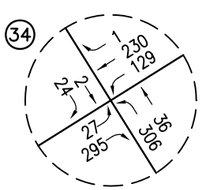
VALLEY BLVD



SHEPHERD ST @
I-605 NB OFF-RAMP



SAN GABRIEL RIVER PKWY @
I-605 SB ON-RAMP



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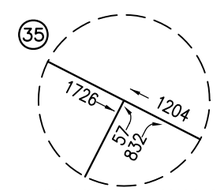
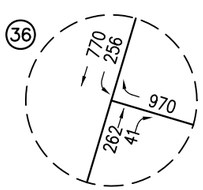
ROSE HILLS RD



I-605 SB OFF-RAMP @
VALLEY BLVD



7TH AVE @
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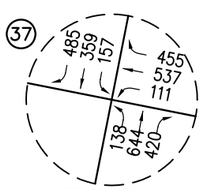
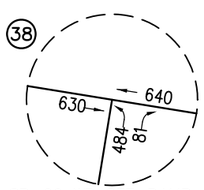


7TH AVE @
SR-60 WB ON-RAMP



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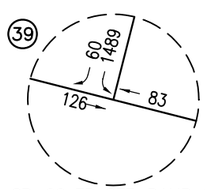

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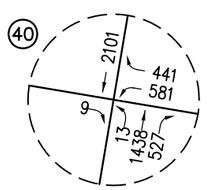
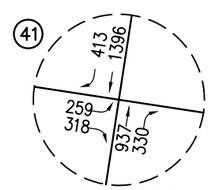


HACIENDA BLVD @
SR-60 WB OFF-RAMP



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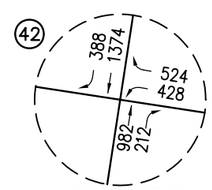
SR-60 EB RAMPS



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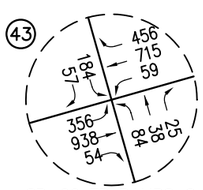
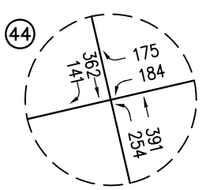
SR-60 WB RAMPS



SR-60 EB RAMPS @
GOLDEN SPRINGS DR



BREA CANYON RD @
SR-60 WB RAMPS

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N NO SCALE

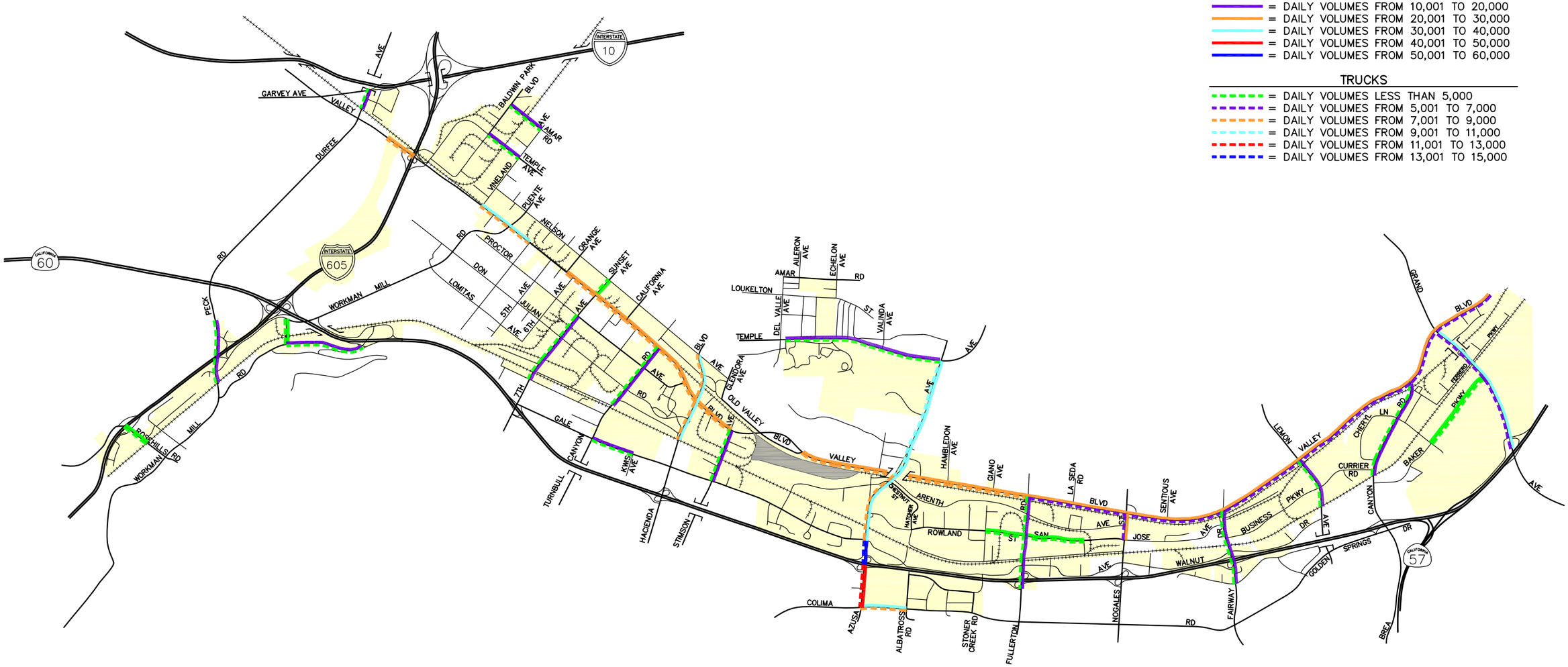
KEY

- = CITY OF INDUSTRY
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- (#) = STUDY IDENTIFICATION NUMBER
- = STUDY INTERSECTION
- = CALTRANS RAMP INTERSECTION
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE 10B

EXISTING (YEAR 2010)
PM PEAK HOUR PCE TRAFFIC VOLUMES
INTERSECTIONS 24 THROUGH 44

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



AUTOMOBILES

- = DAILY VOLUMES LESS THAN 10,000
- = DAILY VOLUMES FROM 10,001 TO 20,000
- = DAILY VOLUMES FROM 20,001 TO 30,000
- = DAILY VOLUMES FROM 30,001 TO 40,000
- = DAILY VOLUMES FROM 40,001 TO 50,000
- = DAILY VOLUMES FROM 50,001 TO 60,000

TRUCKS

- = DAILY VOLUMES LESS THAN 5,000
- = DAILY VOLUMES FROM 5,001 TO 7,000
- = DAILY VOLUMES FROM 7,001 TO 9,000
- = DAILY VOLUMES FROM 9,001 TO 11,000
- = DAILY VOLUMES FROM 11,001 TO 13,000
- = DAILY VOLUMES FROM 13,001 TO 15,000

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

- = CITY OF INDUSTRY BOUNDARIES
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

FIGURE 11

EXISTING (YEAR 2010) ROADWAY SEGMENT DAILY TRAFFIC VOLUMES

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

traffic volume baseline on City streets and intersections. This finding seems reasonable by considering traffic characteristics inherent in the City's narrow contour and existing street network serving it, as discussed above.

4.6 Existing (Year 2010) Peak Hour Levels of Service

Level of Service (LOS) qualitatively measures the operating conditions within a traffic system and how drivers and passengers perceive these conditions. Level of service ranges from LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum satisfactory service level in urban areas. According to CMP traffic impact analysis guidelines, LOS E is the minimum acceptable service level at CMP intersections.

Based upon City guidelines, the *Intersection Capacity Utilization* (ICU) methodology was used to determine the volume-to-capacity relationship for signalized intersections within the City (based upon the individual volume-to-capacity ratios for key conflicting traffic movements), and corresponding level of service.

By assuming 1,600 vehicles per hour per lane (vphpl) as the practical capacity for through lanes, left-turn, and right-turn lanes, and 2,880 vphpl for dual turn lanes, the ICU method directly relates traffic demand to the available capacity. The resulting ICU numerical value represents the greatest green time requirements plus a 10% allowance (additional ICU value of 0.10) for clearance intervals for the entire intersection. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. Level of service definitions for signalized intersections are summarized in ***Table 2***.

Based upon Caltrans guidelines, the *2000 Highway Capacity Manual (HCM)* signalized methodology was used to determine the level of service for the 24 existing freeway on/off-ramp key intersections. Based on the HCM method of analysis, level of service for signalized intersections is defined in terms of average control delay per vehicle, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The level of service criteria for signalized on/off-ramp intersections are shown in ***Table 3***. The following default values and assumptions were applied:

- ***Base Saturation Flow Rate:*** 1900 pc/hr/ln (per HCM)
- ***Heavy Vehicle Factor:*** 0% (per LLG)
- ***Cycle Length:*** 90 to 120 seconds (per LLG)
- ***Lost Time:*** 16 seconds for four-phase signals; 12 seconds for three-phase signals; 8 seconds for two-phase signals (per HCM)
- ***Amber Time:*** 4 seconds/phase (per LLG)
- ***Minimum Green:*** through movements are given the minimum pedestrian crossing time and turning movements are given 6 seconds (per LLG)
- ***Minimum Pedestrian Crossing Time:*** based on the signal timing plans if available, or calculated by using the minimum pedestrian crossing time equation (per HCM)
- ***Analysis Time Period:*** 0.25 hour (per HCM)
- ***Peak Hour Factor:*** 1.00 (per LLG)

TABLE 2

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (ICU)

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	0.000 – 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	> 0.600 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	> 0.700 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	> 0.800 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	> 0.900 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM)

Level of Service (LOS)	**Control Delay Per Vehicle (seconds/vehicle)**	**Level of Service Description**
A	≤ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Very long traffic delays This level is considered by many agencies (i.e. SANBAG) to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	≥ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM)

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

The HCM Unsignalized Methodology was applied in the analysis of unsignalized key intersections. The HCM stop-control methodology determines the delay and level of service of each approach separately. Whereas the *Intersection* Capacity *Utilization* (ICU) methodology for signalized intersections uses capacity to describe total intersection operation, the HCM method for unsignalized intersections yields a delay value for each intersection approach. The vehicle total delay on any approach is primarily a function of the volume on the subject approach, and secondarily a function of the volume on the opposing and conflicting approaches. Level of service definitions for unsignalized intersections per the HCM are also described in *Table 3*.

Based upon the level of service methodologies described, the existing peak hour traffic volumes presented in *Figures 9A* through *10B* were used in conjunction with existing lane configurations to determine the current traffic operating conditions at the 44 existing key intersections.

4.7 Existing (Year 2010) Traffic Conditions

Table 4 summarizes the existing (Year 2010) peak hour levels of service at the 44 existing key intersections during the weekday AM and PM peak hours. As shown, 37 of the 44 existing intersections currently operate at satisfactory levels of service (i.e., LOS D or better) during the weekday AM and PM peak hours, and 7 intersections currently operate at deficient levels of service (LOS E or F) during one or both of the peak hours, as highlighted in *Table 4*.

4.8 Key Traffic Characteristics

By considering traffic characteristics inherent in the City's narrow contour and existing street network serving it, the following key attributes are identified:

- The street system provides routes for regional traffic to pass through the City that may impact its streets and increase roadway capacity constraints. The City currently generates a relatively small portion of the total existing traffic volumes using City streets and intersections.

- Traffic operations could be adversely affected by the high volume of regional and local truck trips in the City. Trucks have greater demands from the existing street capacity, could impede movements of other traffic, adversely affect adjacent land uses, travel at slower speeds, add to congestion, speed up roadway deterioration/impact pavement integrity, and require wider lanes, curb returns, and intersections.

- The presence of numerous at-grade railroad crossings along the UPRR Alhambra Subdivision rail line paralleling Valley Boulevard, and on the UPRR Los Angeles Subdivision railroad running closer to the SR-60 Freeway, poses potential operational and safety issues, especially with the increase of rail traffic along the two rail lines.

- Valley Boulevard, as a regionally significant corridor, and running parallel to the UPRR Alhambra Subdivision rail line and nearby at-grade railroad crossings, is susceptible to potential traffic deficiencies in the future.

TABLE 4
EXISTING (YEAR 2010)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

#	Key Intersection	Time Period	ICU	Delay	LOS	Poor LOS?
1	Rose Hills Road at	AM	--	18.7	B	No
	Shepherd Street (Caltrans)	PM	--	19.6	B	No
2	Peck Road at	AM	--	15.1	B	No
	Rooks Road (Caltrans)	PM	--	12.2	B	No
3	I-605 Northbound Ramps at	AM	--	26.7	C	No
	Pellessier Place (Caltrans)	PM	--	26.9	C	No
4	Workman Mill Road at	AM	0.564	--	A	No
	Pellessier Place	PM	0.726	--	C	No
5	Crossroad Parkway S. at	AM	--	19.4	B	No
	SR-60 Eastbound Ramps (Caltrans)	PM	--	21.3	C	No
6	Crossroad Parkway S. at	AM	0.445	--	A	No
	Crossroad Parkway N.	PM	0.439	--	A	No
7	Durfee Avenue at	AM	--	36.3	D	No
	Garvey Avenue (Caltrans)	PM	--	34.2	C	No
8	**I-605 Northbound Ramps/Temple Avenue at**	AM	**--**	**69.2**	**E**	**Yes**
	Valley Boulevard (Caltrans) (RR/Valley Corridor)	PM	--	39.3	D	No
9	Baldwin Park Boulevard at	AM	0.724	--	C	No
	Amar Road	PM	0.766	--	C	No
10	**Workman Mill Road at**	AM	**0.940**	**--**	**E**	**Yes**
	Valley Boulevard (RR/Valley Corridor)	PM	**1.122**	**--**	**F**	**Yes**
11	7th Avenue/Sunset Avenue at	AM	0.696	--	B	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.854	--	D	No
12	**Hacienda Boulevard at**	AM	0.888	--	D	No
	Valley Boulevard (RR/Valley Corridor)	PM	**0.972**	**--**	**E**	**Yes**
13	Valley Boulevard at	AM	0.512	--	A	No
	Old Valley Boulevard (RR/Valley Corridor)	PM	0.618	--	B	No
14	Azusa Avenue at	AM	0.796	--	C	No
	Colima Road (CMP) [a]	PM	0.926	--	E	No
15	Azusa Avenue at	AM	--	16.1	B	No
	SR-60 Eastbound Ramps (Caltrans)	PM	--	14.1	B	No
16	Azusa Avenue at	AM	--	13.7	B	No
	SR-60 Westbound Ramps(Caltrans)	PM	--	15.9	B	No
17	Azusa Avenue at	AM	0.715	--	C	No
	Hurley Street	PM	0.823	--	D	No
18	**Azusa Avenue at**	AM	**0.990**	**--**	**E**	**Yes**
	Temple Avenue	PM	0.748	--	C	No
19	Hurley Avenue at	AM	0.646	--	B	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.535	--	A	No
20	Fullerton Road at	AM	--	19.0	B	No
	SR-60 Eastbound Ramps (Caltrans)	PM	--	21.6	C	No

TABLE 4 (Continued)
EXISTING (YEAR 2010)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

#	Key Intersection	Time Period	ICU	Delay	LOS	Poor LOS?
21	Fullerton Road at	AM	--	14.6	B	No
	SR-60 Westbound Ramps (Caltrans)	PM	--	13.8	B	No
22	**Fullerton Road at**	AM	0.820	--	D	No
	Valley Boulevard (RR/Valley Corridor)	PM	**0.905**	--	**E**	**Yes**
23	Nogales Street at	AM	0.677	--	B	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.555	--	A	No
24	Fairway Drive at	AM	--	17.8	B	No
	SR-60 Eastbound Ramps (Caltrans)	PM	--	13.5	B	No
25	Fairway Drive at	AM	--	23.4	C	No
	SR-60 Westbound Ramps (Caltrans)	PM	--	25.4	C	No
26	Fairway Drive at	AM	0.743	--	C	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.806	--	D	No
27	Lemon Avenue at	AM	0.816	--	D	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.748	--	C	No
28	Brea Canyon Road at	AM	0.635	--	B	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.635	--	B	No
29	Grand Avenue at	AM	--	24.0	C	No
	SR-60 Eastbound Ramps (Caltrans)	PM	--	17.1	B	No
30	Grand Avenue at	AM	--	26.6	C	No
	SR-60 Westbound Ramps (Caltrans)	PM	--	23.6	C	No
31	Grand Avenue at	AM	0.658	--	B	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.741	--	C	No
32	*Shepherd Street at*	*AM*	--	*13.0*	*B*	*No*
	I-605 NB Ramp (Caltrans) [b]	*PM*	--	*10.3*	*B*	*No*
33	*San Gabriel River Parkway at*	*AM*	--	*13.0*	*B*	*No*
	I-605 SB Ramp (Caltrans) [b]	*PM*	--	*12.2*	*B*	*No*
34	*I-605 SB Ramp at*	*AM*	--	*13.8*	*B*	*No*
	Rose Hills Road (Caltrans) [b]	*PM*	--	*12.8*	*B*	*No*
35	*I-605 SB Ramp at*	*AM*	--	*1.3*	*A*	*No*
	Valley Boulevard (Caltrans) (RR/Valley Corridor) [b]	*PM*	--	*12.2*	*B*	*No*
36	7th Avenue at	AM	--	9.5	A	No
	SR-60 EB Ramp (Caltrans)	PM	--	8.4	A	No
37	7th Avenue at	AM	--	25.0	C	No
	SR-60 WB Ramp (Caltrans)	PM	--	22.9	C	No
38	SR-60 WB Ramp at	AM	--	5.3	A	No
	Gale Avenue (Caltrans)	PM	--	15.9	B	No
39	***SR-60 EB Ramp at***	*AM*	--	***266.0***	***F***	***Yes***
	Three Palms Drive (Caltrans) [b]	*PM*	--	***5449.8***	***F***	***Yes***
40	**Hacienda Boulevard at**	AM	--	12.8	B	No
	SR-60 WB Ramp (Caltrans)	PM	--	**67.3**	**E**	**Yes**

TABLE 4 (Continued)
EXISTING (YEAR 2010)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

#	Key Intersection	Time Period	ICU	Delay	LOS	Poor LOS?
41	Nogales Street at	AM	--	16.6	B	No
	SR-60 EB Ramp (Caltrans)	PM	--	16.3	B	No
42	Nogales Street at	AM	--	20.3	C	No
	SR-60 WB Ramp (Caltrans)	PM	--	20.6	C	No
43	SR-60 EB Ramp at	AM	--	28.0	C	No
	Golden Springs Drive (Caltrans)	PM	--	25.2	C	No
44	Brea Canyon Road at	AM	--	22.9	C	No
	SR-60 WB Ramp (Caltrans)	PM	--	22.2	C	No

Notes:

(Caltrans) = This is a freeway ramp intersection, and was analyzed using HCM Operations LOS Methodology per Caltrans traffic study guidelines.

(RR/Valley Corridor) = This intersection is located along the Valley Boulevard corridor that adjoins the existing railroad and at-grade railroad crossings.

(CMP) = This intersection is a Los Angeles County Congestion Management Program (CMP) monitoring station.

[a] LOS "E" is considered acceptable per CMP level of service standards.

[b] This intersection is currently unsignalized, and was analyzed using the HCM Unsignalized Methodology. The LOS reported is based upon the average delay for the intersection.

Poor LOS under Existing (2010).

5.0 TRAFFIC FORECASTS

In order to identify potential deficiencies in Post-Year 2035, traffic that could be generated by the "project" (i.e., incremental growth contemplated in the City's General Plan Update), future baseline volumes due to ambient traffic, and traffic shifts due to programmed transportation improvements, need to be estimated.

Post-Year 2035 traffic scenarios evaluate potential impacts of the project-generated trips on the surrounding street system presuming existing intersection and roadway physical characteristics (i.e., existing infrastructure without programmed improvements), and under future conditions with the completion of programmed improvements.

Appendix B contains detailed existing (Year 2010) and future buildout (Post-Year 2035) trip generation tables for the City.

5.1 Programmed Transportation Improvements

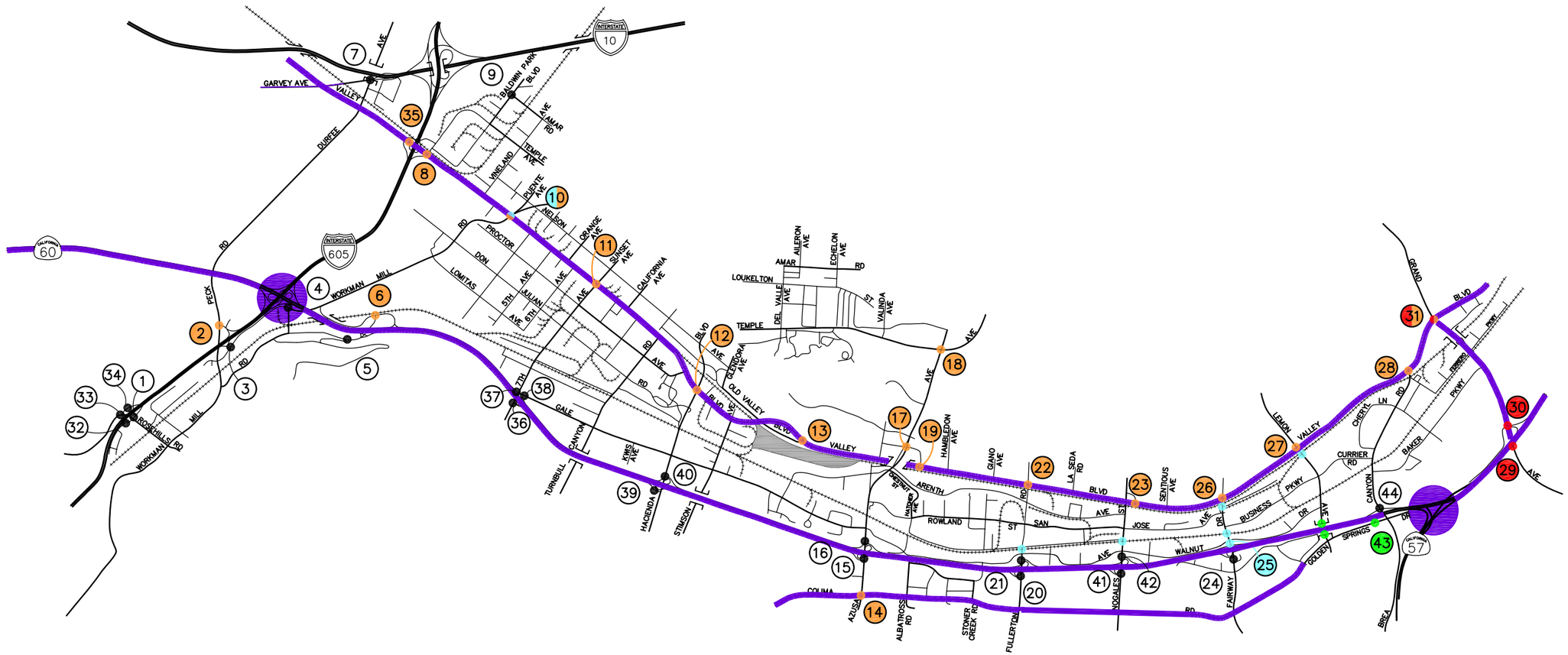
The improvements that are programmed and planned to be constructed by Post-Year 2035 include the following (see ***Figure 12*** for general locations of improvements and affected key intersections and roadway segments within the City):

- Grand Avenue Widening Project
- SR-57/SR-60 Confluence Project
- Industry East (now known as Grand Crossing Development) Mitigation
- Industry Business Center (IBC) 2004 Plan of Development Mitigation
- SR-60/Lemon Avenue Interchange
- Alameda Corridor East (ACE) and Puente Hills Intermodal Facility (PHIMF) Projects
- City of Industry Capital Improvement Projects
- Other Regional Improvements/Freeway Improvements
- Transit Improvements

Figures 13A through ***13D*** are diagrams that illustrate the detailed lane configurations for the background improvements assumed in Post-Year 2035 General Plan Buildout analysis.

5.1.1 *Grand Avenue Widening Project*

The City of Industry and the City of Diamond Bar embarked on a joint effort to improve traffic flow along Grand Avenue. The improvement widens Grand Avenue to provide eight travel lanes, four in each direction, from south of Baker Parkway to north of Golden Springs Drive. The detailed lane



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

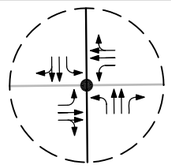
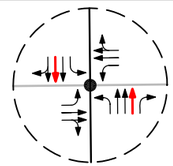
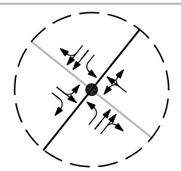
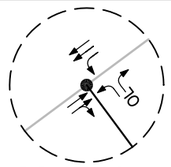
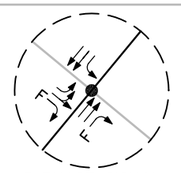
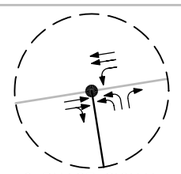
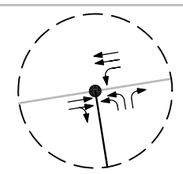
KEY

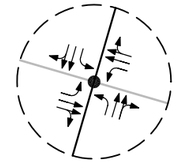
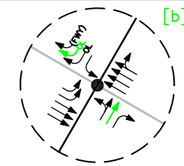
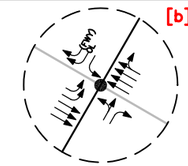
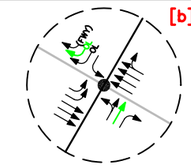
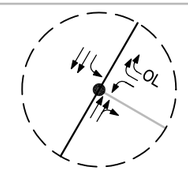
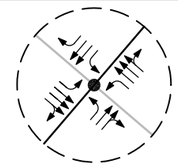
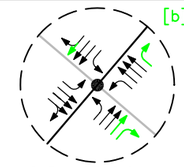
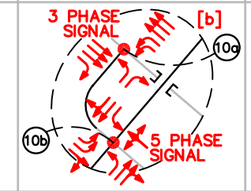
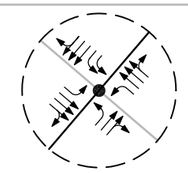
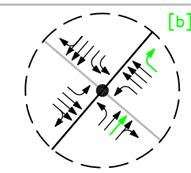
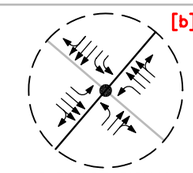
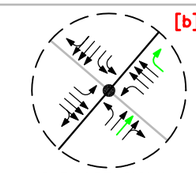
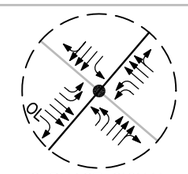
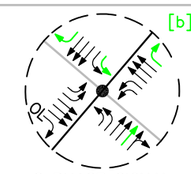
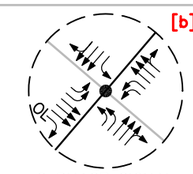
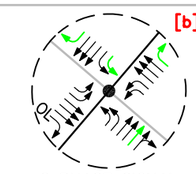
- = REGIONAL/FREEWAY IMPROVEMENTS (PER CITY OF INDUSTRY, CALTRANS, AND METRO)
- = SR-60/LEMON AVENUE INTERCHANGE IMPROVEMENTS
- = ALAMEDA CORRIDOR-EAST (ACE) CONSTRUCTION AUTHORITY IMPROVEMENTS
- = CITY OF INDUSTRY CAPITAL IMPROVEMENTS
- = INDUSTRY BUSINESS CENTER (IBC) IMPROVEMENTS (PER 2004 EIR)
- (#) = STUDY IDENTIFICATION NUMBER

FIGURE 12

PROGRAMMED IMPROVEMENTS

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
1 SHEPHERD ST @ ROSE HILLS RD	 3 PHASE SIGNAL	N/A	N/A	N/A
2 PECK RD @ ROOKS RD	 2 PHASE SIGNAL	N/A	 2 PHASE SIGNAL	N/A
3 PELLISSIER PL @ I-605 NB RAMPS	 6 PHASE SIGNAL	N/A	N/A	N/A
4 WORKMAN MILL RD @ PELLISSIER PL	 3 PHASE SIGNAL	N/A	N/A	N/A
5 CROSSROAD PKWY S @ SR-60 EB RAMPS	 3 PHASE SIGNAL	N/A	N/A	N/A
6 CROSSROAD PKWY S @ CROSSROAD PKWY N	 2 PHASE SIGNAL	N/A	 3 PHASE SIGNAL	N/A

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
7 DURFEE AVE @ GARVEY AVE	 8 PHASE SIGNAL	N/A	N/A	N/A
8 I-605 NB RAMPS/ TEMPLE AVE @ VALLEY BLVD	 6 PHASE SIGNAL	 [b] 6 PHASE SIGNAL	 [b] 6 PHASE SIGNAL	 [b] 6 PHASE SIGNAL
9 BALDWIN PARK AVE @ AMAR RD	 3 PHASE SIGNAL	N/A	N/A	N/A
10 (EXISTING) 10a&10b (FUTURE) WORKMAN MILL RD @ VALLEY BLVD	 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL	 8 PHASE SIGNAL	N/A
11 7TH AVE/ SUNSET AVE @ VALLEY BLVD	 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL
12 HACIENDA BLVD @ VALLEY BLVD	 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL

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KEY

- ← = APPROACH LANE ASSIGNMENT
- ← = PROGRAMMED IMPROVEMENT
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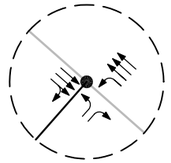
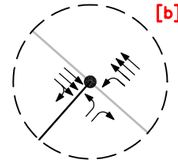
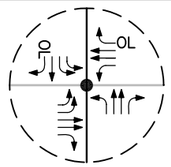
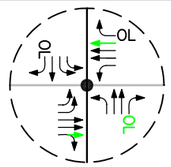
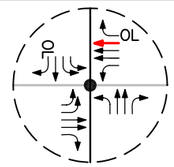
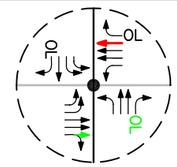
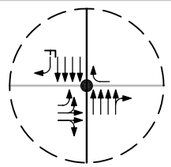
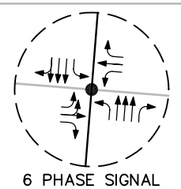
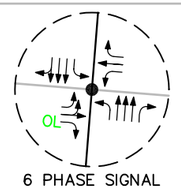
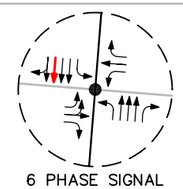
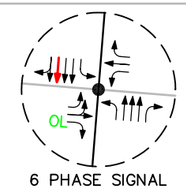
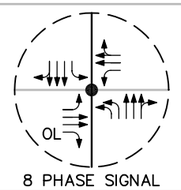
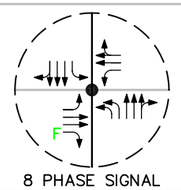
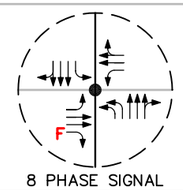
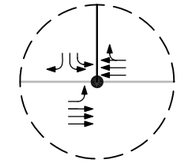
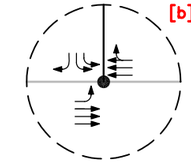
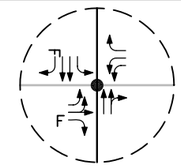
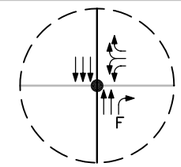
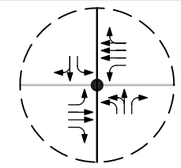
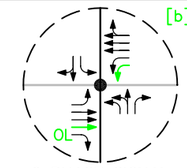
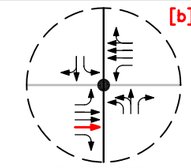
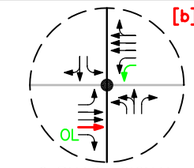
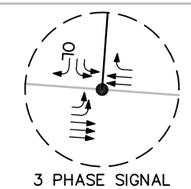
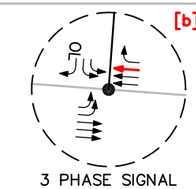
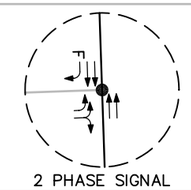
- ● = TRAFFIC SIGNAL
- F = FREE RIGHT
- OL = OVERLAP
- [a] = INCLUDES INDUSTRY BUSINESS CENTER (IBC) IMPROVEMENTS AND MITIGATION PER 2004 IBC EIR
- [b] = INCLUDES IMPLEMENTATION OF A SIGNAL COORDINATION PROGRAM ALONG THE VALLEY BOULEVARD CORRIDOR

FIGURE 13A

INTERSECTION LANE GEOMETRY (INTERSECTIONS 1–12)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
13 VALLEY BLVD @ OLD VALLEY BLVD	 3 PHASE SIGNAL	N/A	[b]  3 PHASE SIGNAL	N/A
14 AZUSA AVE @ COLIMA RD	 8 PHASE SIGNAL	 8 PHASE SIGNAL	 8 PHASE SIGNAL	 8 PHASE SIGNAL
15 AZUSA AVE @ SR-60 EB RAMPS	 2 PHASE SIGNAL	N/A	N/A	N/A
16 AZUSA AVE @ SR-60 WB RAMPS	 2 PHASE SIGNAL	N/A	N/A	N/A
17 AZUSA AVE @ HURLEY ST	 6 PHASE SIGNAL	 6 PHASE SIGNAL	 6 PHASE SIGNAL	 6 PHASE SIGNAL
18 AZUSA AVE @ TEMPLE AVE	 8 PHASE SIGNAL	 8 PHASE SIGNAL	 8 PHASE SIGNAL	N/A

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
19 HURLEY ST @ VALLEY BLVD	 2 PHASE SIGNAL	N/A	[b]  2 PHASE SIGNAL	N/A
20 FULLERTON ROAD @ SR-60 EB RAMPS	 4 PHASE SIGNAL	N/A	N/A	N/A
21 FULLERTON RD @ SR-60 WB RAMPS	 2 PHASE SIGNAL	N/A	N/A	N/A
22 FULLERTON RD @ VALLEY BLVD	 6 PHASE SIGNAL	[b]  6 PHASE SIGNAL	[b]  6 PHASE SIGNAL	[b]  6 PHASE SIGNAL
23 NOGALES ST @ VALLEY BLVD	 3 PHASE SIGNAL	N/A	[b]  3 PHASE SIGNAL	N/A
24 FAIRWAY DR @ SR-60 EB RAMPS	 2 PHASE SIGNAL	N/A	N/A	N/A

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◄— = APPROACH LANE ASSIGNMENT
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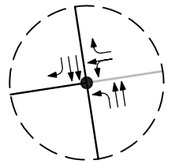
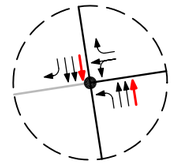
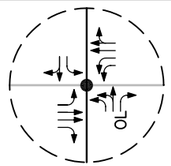
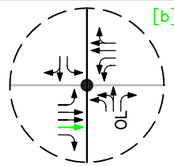
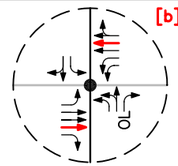
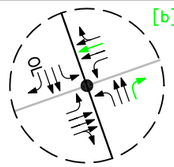
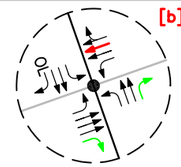
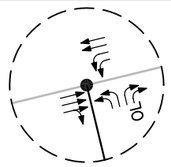
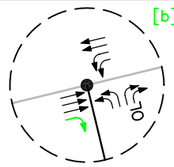
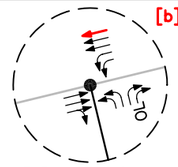
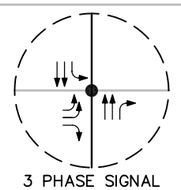
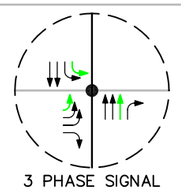
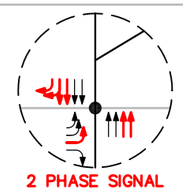
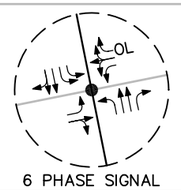
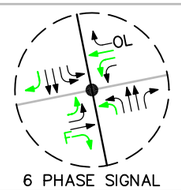
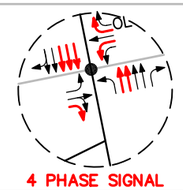
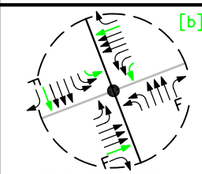
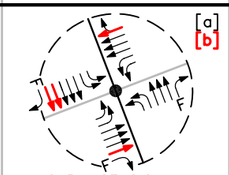
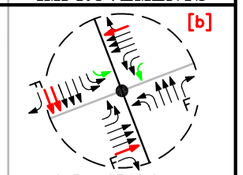
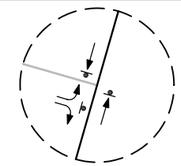
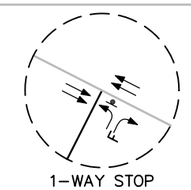
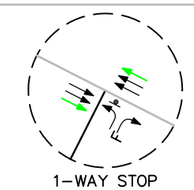
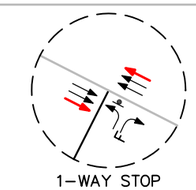
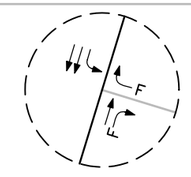
FIGURE 13B

INTERSECTION LANE GEOMETRY (INTERSECTIONS 13–24)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
25 FAIRWAY DR @ SR-60 WB RAMPS	 3 PHASE SIGNAL	N/A	 3 PHASE SIGNAL	N/A
26 FAIRWAY DR @ VALLEY BLVD	 6 PHASE SIGNAL	[b]  6 PHASE SIGNAL	[b]  6 PHASE SIGNAL	N/A
27 LEMON AVE @ VALLEY BLVD	 5 PHASE SIGNAL	[b]  5 PHASE SIGNAL	[b] 5 PHASE SIGNAL	[b]  5 PHASE SIGNAL
28 BREA CANYON RD @ VALLEY BLVD	 3 PHASE SIGNAL	[b]  3 PHASE SIGNAL	[b]  3 PHASE SIGNAL	N/A
29 GRAND AVE @ SR-60 EB RAMPS	 3 PHASE SIGNAL	 3 PHASE SIGNAL	 2 PHASE SIGNAL	N/A
30 GRAND AVE @ SR-60 WB RAMPS	 6 PHASE SIGNAL	 6 PHASE SIGNAL	 4 PHASE SIGNAL	N/A

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
31 GRAND AVE @ VALLEY BLVD	 8 PHASE SIGNAL	[b]  8 PHASE SIGNAL	[a] [b]  8 PHASE SIGNAL	[b]  8 PHASE SIGNAL
32 SHEPHERD ST @ I-605 NB OFF-RAMP	 3-WAY STOP	N/A	N/A	N/A
33 SAN GABRIEL RIVER PKWY @ I-605 SB ON-RAMP	 1-WAY STOP	N/A	N/A	N/A
34 I-605 SB RAMP @ ROSE HILLS RD	 ALL-WAY STOP	N/A	N/A	N/A
35 I-605 SB OFF-RAMP @ VALLEY BLVD	 1-WAY STOP	 1-WAY STOP	 1-WAY STOP	N/A
36 7TH AVE @ SR-60 EB RAMP		N/A	N/A	N/A

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KEY

- ← = APPROACH LANE ASSIGNMENT
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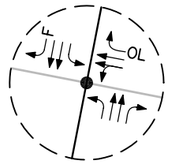
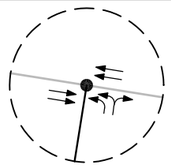
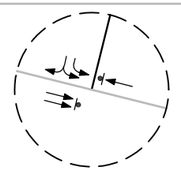
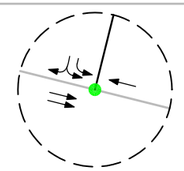
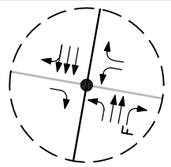
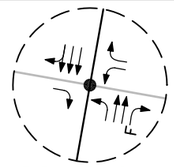
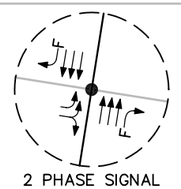
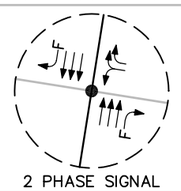
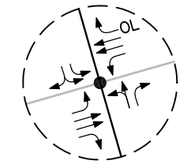
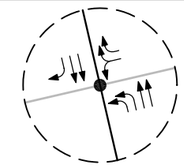
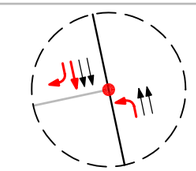
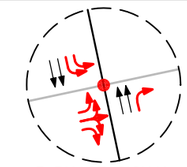
- F = FREE RIGHT
- OL = OVERLAP
- [a] = INCLUDES INDUSTRY BUSINESS CENTER (IBC) IMPROVEMENTS AND MITIGATION PER 2004 IBC EIR
- [b] = INCLUDES IMPLEMENTATION OF A SIGNAL COORDINATION PROGRAM ALONG THE VALLEY BOULEVARD CORRIDOR

FIGURE 13C

INTERSECTION LANE GEOMETRY (INTERSECTIONS 25-36)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
37 7TH AVE @ SR-60 WB ON-RAMP	 3 PHASE SIGNAL	N/A	N/A	N/A
38 SR-60 WB OFF-RAMP @ GALE AVE	 2 PHASE SIGNAL	N/A	N/A	N/A
39 SR-60 EB OFF-RAMP @ THREE PALMS DR	 2-WAY STOP	 2 PHASE SIGNAL	N/A	N/A
40 HACIENDA BLVD @ SR-60 WB OFF-RAMP	 2 PHASE SIGNAL	 3 PHASE SIGNAL	N/A	N/A
41 NOGALES ST @ SR-60 WB RAMPS	 2 PHASE SIGNAL	N/A	N/A	N/A
42 NOGALES ST @ SR-60 WB RAMPS	 2 PHASE SIGNAL	N/A	N/A	N/A

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING	PROGRAMMED IMPROVEMENTS	ADDITIONAL IMPROVEMENTS TO PROGRAMMED IMPROVEMENTS
43 SR-60 EB RAMPS @ GOLDEN SPRINGS DR	 6 PHASE SIGNAL	N/A	TO BE REMOVED	N/A
44 BREA CANYON RD @ SR-60 WB RAMPS	 3 PHASE SIGNAL	N/A	N/A	N/A
45 LEMON AVE @ SR-60 WB ON-RAMP	DOES NOT EXIST	DOES NOT EXIST	 2 PHASE SIGNAL	N/A
46 LEMON AVE @ SR-60 EB RAMPS	DOES NOT EXIST	DOES NOT EXIST	 3 PHASE SIGNAL	N/A

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KEY

◄— = APPROACH LANE ASSIGNMENT
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FIGURE 13D

INTERSECTION LANE GEOMETRY (INTERSECTIONS 37–46)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

geometry for relevant intersections are shown on the lane configuration diagrams in *Figures 13A* through *13D*.

Within the City of Industry limits, the Grand Avenue Widening Project extends from Baker Parkway to the Old Brea Canyon Road/SR-60 westbound ramps. This improvement is fully funded by the City of Industry's Redevelopment Agency.

The planned restriping of Grand Avenue to formalize a third northbound travel lane between Baker Parkway and just south of Ferrero Parkway is not part of the Grand Avenue Widening Project, and is related to the required mitigations for Industry East (discussed below).

The planned widening of Grand Avenue south of the Brea Canyon Road/SR-60 westbound ramps to Golden Springs Drive will be completed as part of the SR-57/60 Confluence Project, which is discussed in greater detail in the next section.

5.1.2 *SR-57/60 Confluence Project*

The City of Industry is in the preliminary design stage for the SR-57/60 Confluence Project, and has been working closely with Caltrans District 7 on the Project Study Report (PSR). The City of Industry, in cooperation with the City of Diamond Bar, intends to fund the entire design phase, inclusive of the PSR, environmental documents, and final plan specifications and engineering, with all local funds, and will seek other monetary sources to complete the construction of the project. For consistency, findings from the PSR will be merged with the on-going Metro feasibility study.

Phase I of the PSR, which is common to any of the project alternatives to be selected by the present PSR, has been identified to include ramp intersection improvements described as follows (see *Figures 13A* through *13D* for detailed intersection lane geometry):

- ***SR-60 Westbound Off-Ramp:*** Add approximately 1,200 feet of auxiliary lane prior to the current divergent point, and widen the existing SR-60 westbound "slip" off-ramp from two lanes to five lanes prior to intersecting with Grand Avenue.

- ***SR-57 southbound/SR-60 Westbound On-Ramp:*** Construct a new SR-57 southbound/SR-60 westbound "slip" on-ramp from southbound Grand Avenue (west side of Grand Avenue). The new ramp would remove freeway-bound left-turning traffic (southbound Grand Avenue to westbound SR-60), and allow that traffic to stay on the right of southbound Grand Avenue to access westbound SR-60. In addition, provide a bypass from this new ramp to SR-60 westbound. This bypass connector would alleviate the need for drivers to weave across three lanes of traffic on SR-57.

- ***SR-60 Eastbound On-Ramp:*** Construct a new SR-60 eastbound "loop" on-ramp from southbound Grand Avenue (west side of Grand Avenue). The new ramp would remove freeway-bound left-turning traffic (southbound Grand Avenue to eastbound SR-60), and allow that traffic to stay on the right of southbound Grand Avenue to access eastbound SR-60.

The second phase of the SR-57/ 60 Confluence Project involves constructing two eastbound bypass connectors for the Grand Avenue ramps. The first eastbound bypass would start on the east side of Grand Avenue, and merge with SR-60 east of Diamond Bar Boulevard. This improvement would include realignment of the Diamond Bar Boulevard eastbound on-ramp. The second bypass to be constructed would serve eastbound SR-60 traffic (destined for the eastbound off-ramp at Grand Avenue) as a separate connector that bypasses the SR-57/SR-60 connector, and would eventually merge onto the Grand Avenue eastbound off-ramp as a separate lane.

5.1.3 *Industry East (now known as Grand Crossing Development) Mitigation*

The Grand Crossing development is a separate project from the Industry Business Center (IBC) 2004 Plan of Development, and has separate mitigation measures and fair-share funding requirements, as does the East End/Plantation development, which preceded the Grand Crossing development. The 2004 IBC EIR presumed the Grand Crossing mitigations as background improvements. Similarly, the Grand Crossing EIR included East End/Plantation mitigation measures in its analysis of background traffic conditions.

Figures 13A through *13D* correspond to lane configuration diagrams that show the Grand Crossing mitigation measures at relevant intersections.

5.1.4 *Industry Business Center (IBC) 2004 Plan of Development Mitigation*

Physical improvement measures were identified in the 2004 IBC EIR to mitigate significant traffic impacts attributable to the IBC project. Lane configuration diagrams in *Figures 13A* through *13D* illustrate the 2004 IBC mitigation measures at relevant intersections.

5.1.5 *SR-60/Lemon Avenue Interchange*

A new ¾ diamond interchange (excludes westbound off-ramp) is planned to be constructed at SR-60/Lemon Avenue. Specifically, a westbound on-ramp and eastbound on- and off-ramps will be added (Intersections 45 and 46) along Lemon Avenue, and will both be signalized intersections. *Figures 13A* through *13D* are lane configuration diagrams that show the detailed intersection lane geometry and traffic control. In conjunction with the construction of the SR-60/Lemon Avenue Interchange, the existing SR-60 eastbound on- and off-ramps at Brea Canyon Road (Intersection 43) will be removed.

5.1.6 *Alameda Corridor East (ACE) and Puente Hills Intermodal Facility (PHIMF) Projects*

As discussed previously, the Alameda Corridor East (ACE) Construction Authority is a single purpose construction authority created by the San Gabriel Valley Council of Governments in 1998 to mitigate the impacts of significant increases in rail traffic over 70 miles of mainline railroad in the San Gabriel Valley. The ACE Project consists of multiple construction projects including near-term, low cost mobility improvements that encompass safety upgrades and grade separations. The grade separations are partially funded by 2006 State Transportation Bonds and Los Angeles County Metro Measure R funds.

The proposed Puente Hills Intermodal Facility (PHIMF) is planned as part of the Los Angeles County Sanitation Districts' municipal solid waste disposal system, referred to as the "waste-by-rail" system, which uses a combination of trucks and rail to move refuse from Los Angeles County to remote landfill locations for disposal. The PHIMF will be located close to the Puente Hills Materials Recovery Facility and the Union Pacific Railroad (UPRR) mainline track that spans the City of Industry, will support up to two waste-by-rail trains per day, and will include construction of access improvements on Workman Mill Road and within the UPRR right-of-way (i.e., additional rail tracks, installation of new signal structures and track switches, enhancements to gate systems, advance grade crossing warning systems, and arterial traffic signal operations/coordination).

As part of the ACE Project, future grade separations are planned at the following locations along the UPRR Los Angeles Subdivision within the City of Industry limits:

- Puente Avenue
- Fullerton Road
- Fairway Drive
- Nogales Street
- from Fairway Drive to Lemon Avenue (for the railroad alignment parallel to Valley Boulevard)

In conjunction with the ACE Project's proposed grade separation near Puente Avenue, the Workman Mill Road/Valley Boulevard intersection (Intersection 10) will be grade separated, with connections being made via 3rd Avenue. The newly constructed intersection of 3rd Avenue at Valley Boulevard will be controlled by a three-phase signal, and the modified intersection of Workman Mill Road at 3rd Street will be controlled by a five-phase signal.

In conjunction with the railroad grade separation at Fairway Drive (just north of Walnut Drive), the intersection of Fairway Drive and SR-60 westbound ramps (Intersection 25) will be restriped to include a third through lane in the northbound and southbound approaches.

Lane configuration diagrams in *Figures 13A* through *13D* illustrate the detailed geometry at the affected key intersections discussed above.

5.1.7 *City of Industry Capital Improvement Projects*

The intersection of Peck Road at Rooks Road (Intersection 2) will be widened to include a third northbound though lane and a second southbound through lane.

A protected left-turn phase will be provided for the westbound approach of the intersection of Crossroad Parkway S. at Crossroad Parkway N. (Intersection 6).

The intersection of Azusa Avenue at Colima Road (Intersection 14) will be widened to include a third westbound through lane.

The intersection of Azusa Avenue at Hurley Street (Intersection 17) will be widened to include a third southbound through lane.

The intersection of Azusa Avenue at Temple Avenue (Intersection 18) will be widened to allow for a free right-turn lane in the eastbound direction.

Valley Boulevard will be widened to provide three lanes in each direction throughout the City limits. Intersections 22, 23, 26, 27, 28, and 35 will be affected.

Lane configuration diagrams in *Figures 13A* through *13D* illustrate the detailed geometry at the affected key intersections discussed above. In addition, a signal coordination program is planned to be implemented along the entire Valley Boulevard corridor. This will improve signal progression at the following signalized key intersections: 8, 10 (10a and 10b), 11, 12, 13, 19, 22, 23, 26, 27, 28, and 31.

5.1.8 *Other Regional Improvements/Freeway Improvements*

Based on the Metro 2009 Long Range Transportation Plan, the following other regional and freeway improvements are programmed in the future:

Colima

- Widen Colima from Hacienda to Diamond Bar

Valley Blvd

- Widen Valley Blvd from I-605 to SR-57

I-10/SR-60

- Review signal timing for synchronization on Valley to Colima
- Upgrade signals on Valley and Colima

SR-57

- Add HOV lane from SR-60 to I-210 (both directions)

SR-57/SR-60

- Mixed Flow Interchange Improvement
- Carpool Lane Direct Connector

SR-60

- Add HOV lave from US-101 to I-605 (both directions)
- Add a WB auxiliary lane along SR-60 from Hacienda Blvd to 7th Ave
- Add storage lane from WB SR-60 to I-605 Connector
- SR-60/I-605 interchange - Carry WB 4th lane through the I-605 interchange, which is currently 3 lanes
- SR-60/I-605 interchange - Merge two lanes SB I-605 connector to WB SR-60 prior to merging with WB SR-60 mainline
- Add HOV lane from I-605 to Brea Canyon Rd

SR-60/I-605

- Partial HOV connector - from east to south and from east to north

5.1.9 *Transit Improvements*

Based on the Metro 2009 Long Range Transportation Plan, the following transit improvements are programmed in the future:

I-10/SR-60

- Bus transit priority - Foothill Transit - Implement the Foothill transit Bus Priority Project, which includes increased service, improved service coordination with Metro and other transit services, and new express bus routes

SR-60

- Add trains to Metrolink's Riverside Line - Expand Metrolink's Riverside Line
- Expand Inland Empire Metrolink Service - Expand Metrolink's San Bernardino Line
- Increase bus service/Metro Rapid/BSP I-5 to County Line
- Add/expand various park-and-ride lots from I-605 to San Bernardino County Line throughout SR-60 corridor
- Construct multimodal station with Metrolink, Foothill Transit, HOV direct connection to Brea Canyon Station at various locations to be determined

California's High Speed Train is proposed for travel between major metropolitan areas of California. This fast, safe and reliable system would run from Los Angeles, Orange County and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. The proposed alignment for the Los Angeles to San Diego segment (via the Inland Empire Section LA-SD) will go from Los Angeles Union Station to San Diego through the San Gabriel Valley and Inland Empire. Several alternatives through the LA-SD Section are currently being considered. A number of intermediate station locations are being explored and could include a stop in the City of Industry.

5.2 Project Traffic Forecasts

A multi-step process was utilized to develop project traffic forecasts. The first step is project traffic generation, which estimates the total arriving and departing traffic for each Traffic Analysis Zone (TAZ) on a daily and peak hour basis. The second step of the forecasting process is project traffic distribution, which involves the development of a geographic trip distribution pattern that identifies the origins/destinations of project traffic. The third step is project traffic assignment, by which project-generated trips are allocated on the street system.

5.2.1 *Project Trip Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are found in the 8th Edition of *Trip Generation,* published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2008]. ***Table 5*** summarizes the trip generation rates for the various land use categories in the City.

TABLE 5

PROJECT TRIP GENERATION RATES

ITE Code: Land Use	Daily (2-Way)	AM Peak Hour In%	AM Peak Hour Out%	AM Peak Hour Total	PM Peak Hour In%	PM Peak Hour Out%	PM Peak Hour Total
030: Truck Terminal (trips per acre)	81.90	41%	59%	7.28	43%	57%	6.55
093: Light Rail Transit Station w/ Parking (trips per space)	2.51	80%	20%	1.07	58%	42%	1.24
110: General Light Industrial (trips per KSF)	6.97	88%	12%	0.92	12%	88%	0.97
140: Manufacturing (trips per KSF)	3.82	78%	22%	0.73	36%	64%	0.73
150: Warehouse (trips per KSF)	3.56	79%	21%	0.30	25%	75%	0.32
210: Single-Family Detached Housing (trips per DU)	9.57	25%	75%	0.75	63%	37%	1.01
230: Condominium/Townhouse (trips per DU)	5.81	17%	83%	0.44	67%	33%	0.52
310: Hotel (trips per room)	8.17	61%	39%	0.56	53%	47%	0.59
320: Motel (trips per room)	5.63	36%	64%	0.45	54%	46%	0.47
411: City Park (trips per acre)	50.00	50%	50%	6.50	50%	50%	4.50
430: Golf Course (trips per hole)	35.74	79%	21%	2.23	45%	55%	2.78
435: Multipurpose Recreational Facility (trips per KSF)	1.99	--	--	--	35%	65%	0.17
440: Adult Cabaret (trips per KSF)	386.70	--	--	--	64%	36%	38.67
495: Recreational Community Center (trips per KSF)	22.88	61%	39%	1.62	37%	63%	1.45
522: Middle School (trips per KSF)	13.78	55%	45%	4.35	52%	48%	1.19
530: High School (trips per KSF)	12.89	71%	29%	3.06	54%	46%	0.97
540: Junior College (trips per KSF)	27.49	74%	26%	2.99	58%	42%	2.54
560: Church (trips per KSF)	9.11	62%	38%	0.56	48%	52%	0.55
610: Hospital (trips per KSF)	16.50	59%	41%	1.12	42%	58%	1.14
620: Nursing Home (trips per KSF)	7.58	71%	29%	0.55	52%	48%	0.74
710: General Office Building (trips per KSF) [a]	11.01	88%	12%	1.55	17%	83%	1.49
733: Government Office Complex (trips per KSF)	27.92	89%	11%	2.21	31%	69%	2.85
813: Free-Standing Discount Superstore (trips per KSF)	53.13	56%	44%	1.67	49%	51%	4.61
820: Shopping Center (trips per KSF)[b]	42.94	61%	39%	1.00	49%	51%	3.73
841: New Car Sales (trips per KSF)	33.34	74%	26%	2.03	39%	61%	2.59

Source: *Trip Generation* (8th Edition), Institute of Transportation Engineers (ITE), 2008

Notes:
KSF = 1,000 Square Feet
DU = Dwelling Units
Ln = Natural logarithm
T = Two-way volume of traffic (total trip ends)
X = Area in 1,000 gross square feet of leasable area

[a] Trip generation for general office building was calculated using the following equations for uses larger than 100 KSF:

Weekday Daily: $Ln(T) = 0.77Ln(X) + 3.65$

Weekday AM Peak Hour: $Ln(T) = 0.80Ln(X) + 1.55$

Weekday PM Peak Hour: $T = 1.12(X) + 78.81$

[b] Trip generation for shopping center was calculated using the following equations for uses larger than 100 KSF:

Weekday Daily: $Ln(T) = 0.65Ln(X) + 5.83$

Weekday AM Peak Hour: $Ln(T) = 0.59Ln(X) + 2.32$

Weekday PM Peak Hour: $Ln(T) = 0.67Ln(X) + 3.37$

Traffic Analysis Zones (TAZs) were developed for this study by first obtaining and reviewing SCAG's more general TAZ map for the City of Industry. The larger zones per SCAG were disaggregated for a more focused application, and direct correspondence against the City's GIS-based parcel data. ***Figure 14*** illustrates the resulting TAZ map, showing that 121 TAZs have been identified in the City for the purposes of the analysis, and that industrial and mixed-use zones would continue to be the predominant land use designations in the future based upon General Plan Buildout assumptions.

The City's GIS-based parcel data provided the existing square footage for each parcel, existing land use types by parcel, and future land use designations for each parcel as contemplated in the General Plan Update. The anticipated total growth of 13,715,300 SF attributable to the City's General Plan Buildout was divided into specific land use categories (i.e., employment, commercial, IBC), and further allocated by TAZ based on each TAZ's proportionate share (as identified explicitly in the 2004 IBC EIR, the General Plan Update, or estimated based on existing square footage by land use).

The trip generation rates presented in *Table 5* were applied to the existing and future square footage for each land use by TAZ.

It was necessary to account for the "internal" tripmaking characteristics among the various land uses within the City. The ITE trip generation rates and equations were derived from single-use, stand-alone sites, and do not reflect the potential for interaction among uses within an expansive study area. Since internal trips are not made on the external street system, it was necessary to apply internal trip reductions to the gross trip generation for the project. The methodology used in estimating internal trips for the project is documented in the Second Edition of ITE's *Trip Generation Handbook* [Washington, D.C., June 2004]. Further, the City has existing and future multimodal facilities that result in trip reductions due to transit use and TDM strategies. As a result, an overall, area-wide trip reduction factor of 15% was applied to gross project-generated trips to account for internal trip, transit, and TDM tripmaking characteristics inherent to the City.

Additionally, because of the retail and restaurant zones, "pass-by" reductions were applied to the adjusted project-generated trips (after application of the 15% internal/transit/TDM trip reduction factor) for corresponding uses. This is typically done to account for instances when the total number of trips generated by a retail development is different from the amount of new traffic added to the external street system serving the project. Retail-oriented sites attract a portion of their trips from traffic passing by the site, on the way from an origin to an ultimate destination. These retail trips do not add new traffic to the surrounding street system. The methodology used in estimating pass-by trips for the project is also contained in ITE's *Trip Generation Handbook*.

For the industrial zones, it was presumed that 19% of the daily trips and 5% of the peak hour trips generated would be trucks (based upon truck classification counts conducted at key locations). A Passenger Car Equivalent (PCE) factor of 2.0 was then applied to the resultant truck trips.

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N NO SCALE

KEY

= CITY OF INDUSTRY

= UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

(#) = TAZ ID NUMBER

FIGURE 14

TRAFFIC ANALYSIS ZONES (TAZs)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

As indicated previously, *Appendix B* contains detailed existing (Year 2010) and future buildout (Post-Year 2035) trip generation tables for the City, with each table providing a refined breakdown of trips generated by land use type in each TAZ.

Table 6 presents a summary of the existing net PCE trip generation estimates for the City, corresponding to 654,858 daily trips on a typical weekday, 47,015 AM peak hour trips, and 62,696 PM peak hour trips (see *Appendix B* for a more refined breakdown).

To forecast future traffic generation under Post-Year 2035 conditions, the existing trips per TAZ were maintained, and each TAZ's proportionate share of the anticipated total growth of 13,715,300 SF attributable to the City's General Plan Buildout was then added to existing trips. As described previously, the proportionate share allocated to each TAZ was derived from the 2004 IBC EIR, the General Plan Update, or in cases where growth/change is not anticipated, estimated based on existing square footage by land use.

Table 7 summarizes Post-Year 2035 General Plan Buildout net PCE trip generation, totaling 800,235 daily trips on a typical weekday, 57,421 AM peak hour trips, and 77,634 PM peak hour trips (see *Appendix B* for the detailed breakdown by land use and by TAZ).

Table 7 also indicates that, based on a comparison of Post-Year 2035 trips against the existing trips, the net increase in trips attributable to the General Plan Buildout corresponds to 145,377 daily trips on a typical weekday, 10,406 AM peak hour trips, and 14,938 PM peak hour trips (*Appendix B* contains the more refined trip generation tables). These incremental trips were assigned to the surrounding street system and evaluated for potential traffic impacts during the AM and PM peak hours.

Based upon Post-Year 2035 General Plan Buildout land use assumptions, the TAZs expected to generate the most number of trips are TAZ 117 and 119 (IBC parcels west and east of Grand Avenue, as *Figure 13* shows), and TAZ 77 and 83 (commercial zones located south of SR-60 between Azusa Avenue and Fullerton Road; see *Figure 13*), and TAZ 92 (mixed-use zone located north of SR-60 between Fullerton Road and Nogales Street, also shown on *Figure 13*).

5.2.2 *Project Traffic Distribution and Assignment*

The geographic distribution of traffic generated by buildout of the General Plan (project) is dependent upon the following factors:

- The project's market/service area
- Location of site access points in relation to the surrounding street system
- Location of parking areas, and ingress/egress availability at the parking areas
- The site's proximity to major traffic carriers and regional access routes
- Physical characteristics of the circulation system such as lane channelization and presence of traffic signals that affect travel patterns
- Presence of traffic congestion in the surrounding vicinity

Based upon these considerations, and based upon information contained in the 2010 CMP for Project RSA 26 (West Covina), and previous traffic studies completed in the study area, an overall traffic distribution pattern was developed for this study, as follows:

	Regional	Local
North	15%	10%
South	10%	10%
East	10%	15%
West	15%	15%

The traffic expected to be generated by the project was assigned to the local street network using the net trip generation estimates summarized in *Table 7*, and the area-wide distribution pattern described above.

TABLE 6
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

Traffic Analysis Zones [a], [b], & [c]	Daily (2-Way)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
TAZ 1 - 10	13,305	1,074	316	1,390	299	1,004	1,303
TAZ 11 - 20	52,267	5,362	1,249	6,611	1,691	5,013	6,704
TAZ 21 - 40	102,865	7,420	1,562	8,982	2,446	7,680	10,126
TAZ 41 - 60	122,241	7,101	1,705	8,806	3,225	8,014	11,239
TAZ 61 - 70	41,332	3,747	743	4,490	991	3,703	4,694
TAZ 71 - 80	131,709	2,692	1,141	3,833	5,115	6,338	11,453
TAZ 81 - 90	55,423	2,473	634	3,107	1,637	3,289	4,926
TAZ 91 - 100	31,593	2,250	466	2,716	714	2,368	3,082
TAZ 101 - 114	45,029	2,884	731	3,615	905	2,904	3,809
TAZ 115 - 121	59,094	2,640	825	3,465	2,125	3,235	5,360
EXISTING TOTAL (92,344,195 SF) [d]	**654,858**	**37,643**	**9,372**	**47,015**	**19,148**	**43,548**	**62,696**

Notes:

Please refer to Appendix B for a more refined breakdown of the trip generation estimates.

[a] An internal trip reduction of 15% was applied to account for internal trips, transit use, and TDM strategies.

[b] Of the total trip generation for Light Industrial, Heavy Manufacturing, Manufacturing and Assembly, and Warehousing and Distribution, 19%/5%/5% were presumed to be truck trips during the daily/AM peak hour/PM peak hour. A Passenger Car Equivalent (PCE) factor of 2.0 was applied to truck trips.

[c] Retail Pass-by trips consist of 10%, 10%, and 34% for Daily, AM peak hour, and PM peak hour, respectively, except when the square-footage exceeded 100,000, in which case the PM peak hour rate was calculated using the following equation:

$\ln(t) = -0.29*\ln(x) +5.0$

[d] Existing square footage total reported excludes residential land uses, park/open space, transportation/communication/ utilities, vacant land, roads, railroads, and water/water facilities.

TABLE 7
POST-YEAR 2035 GENERAL PLAN BUILDOUT (GPB)
TRIP GENERATION ESTIMATES

Traffic Analysis Zones [a], [b], & [c]	Daily (2-Way)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
TAZ 1 - 10	14,021	1,126	330	1,456	316	1,060	1,376
GPB minus Existing:	***716***	***52***	***14***	***66***	***17***	***53***	***70***
TAZ 11 - 20	55,552	5,669	1,312	6,981	1,761	5,308	7,069
GPB minus Existing:	***3,285***	***307***	***63***	***370***	***70***	***297***	***367***
TAZ 21 - 40	104,502	7,876	1,630	9,506	2,465	8,062	10,527
GPB minus Existing:	***1,637***	***456***	***71***	***527***	***19***	***380***	***399***
TAZ 41 - 60	126,390	7,650	1,804	9,454	3,292	8,499	11,791
GPB minus Existing:	***4,149***	***549***	***102***	***651***	***67***	***488***	***555***
TAZ 61 - 70	44,278	3,996	799	4,795	1,057	3,955	5,012
GPB minus Existing:	***2,946***	***249***	***57***	***306***	***66***	***252***	***318***
TAZ 71 - 80	161,542	3,538	1,485	5,023	6,350	7,953	14,303
GPB minus Existing:	***29,833***	***846***	***349***	***1,195***	***1,235***	***1,616***	***2,851***
TAZ 81 - 90	71,873	2,876	801	3,677	2,202	4,029	6,231
GPB minus Existing:	***16,450***	***403***	***166***	***569***	***565***	***737***	***1,302***
TAZ 91 - 100	38,775	2,506	546	3,052	928	2,726	3,654
GPB minus Existing:	***7,182***	***256***	***80***	***336***	***214***	***358***	***572***
TAZ 101 - 114	49,223	3,241	800	4,041	1,006	3,258	4,264
GPB minus Existing:	***4,194***	***357***	***70***	***427***	***101***	***350***	***451***
TAZ 115 - 121	134,079	7,439	1,997	9,436	4,737	8,670	13,407
GPB minus Existing:	***74,985***	***4,799***	***1,172***	***5,971***	***2,612***	***5,434***	***8,046***
GENERAL PLAN BUILDOUT (106,059,564 SF) [d]	**800,235**	**45,917**	**11,504**	**57,421**	**24,114**	**53,520**	**77,634**
EXISTING TOTAL (92,344,195 SF) [e]	**(654,858)**	**(37,643)**	**(9,372)**	**(47,015)**	**(19,148)**	**(43,548)**	**(62,696)**
NET INCREASE DUE TO GPB (GPB minus Existing) (13,715,369 SF of growth)	***145,377***	***8,274***	***2,132***	***10,406***	***4,966***	***9,972***	***14,938***

Notes:

Please refer to Appendix B for a more refined breakdown of the trip generation estimates.

[a] An internal trip reduction of 15% was applied to account for internal trips, transit use, and TDM strategies.

[b] Of the total trip generation for Light Industrial, Heavy Manufacturing, Manufacturing and Assembly, and Warehousing and Distribution, 19%/5%/5% were presumed to be truck trips during the daily/AM peak hour/PM peak hour. A Passenger Car Equivalent (PCE) factor of 2.0 was applied to truck trips.

[c] Retail Pass-by trips consist of 10%, 10%, and 34% for Daily, AM peak hour, and PM peak hour, respectively, except when the square-footage exceeded 100,000, in which case the PM peak hour rate was calculated using the following equation:

$\ln(t) = -0.29*\ln(x) + 5.0$

[d] Total future square footage reported includes 104,723,546 SF of GPB-designated land use, plus existing uses assumed to remain.

[e] Existing square footage total reported excludes residential land uses, park/open space, transportation/communication/ utilities, vacant land, roads, railroads, and water/water facilities.

5.3 Post-Year 2035 Traffic Forecasts

Post-Year 2035 traffic scenarios evaluate potential impacts of the project-generated trips on the surrounding street system presuming existing intersection and roadway physical characteristics (i.e., existing infrastructure without programmed improvements), and under future conditions with the completion of programmed improvements.

Background traffic in the study area has been estimated to increase at a historical rate of approximately 0.5% per year (based on the 2010 CMP for Los Angeles County). Future increases in background traffic due to regional development are expected to continue at the same rate.

5.3.1 *Existing (2010) + Project*

Figures 15A through ***16B*** illustrate Existing (2010) + Project PCE traffic volumes during the AM and PM peak hours.

Table 8 presents a summary of the project-related increase at each key intersection, which indicates that General Plan Buildout-generated trips correspond to mostly less than half of Existing (2010) + Project PCE traffic volumes during the AM and PM peak hours.

5.3.2 *Post-Year 2035 General Plan Buildout without Programmed Improvements Traffic Volumes*

Figures 17A through ***18B*** illustrate Post-Year 2035 General Plan Buildout without programmed improvements PCE traffic volumes during the AM and PM peak hours.

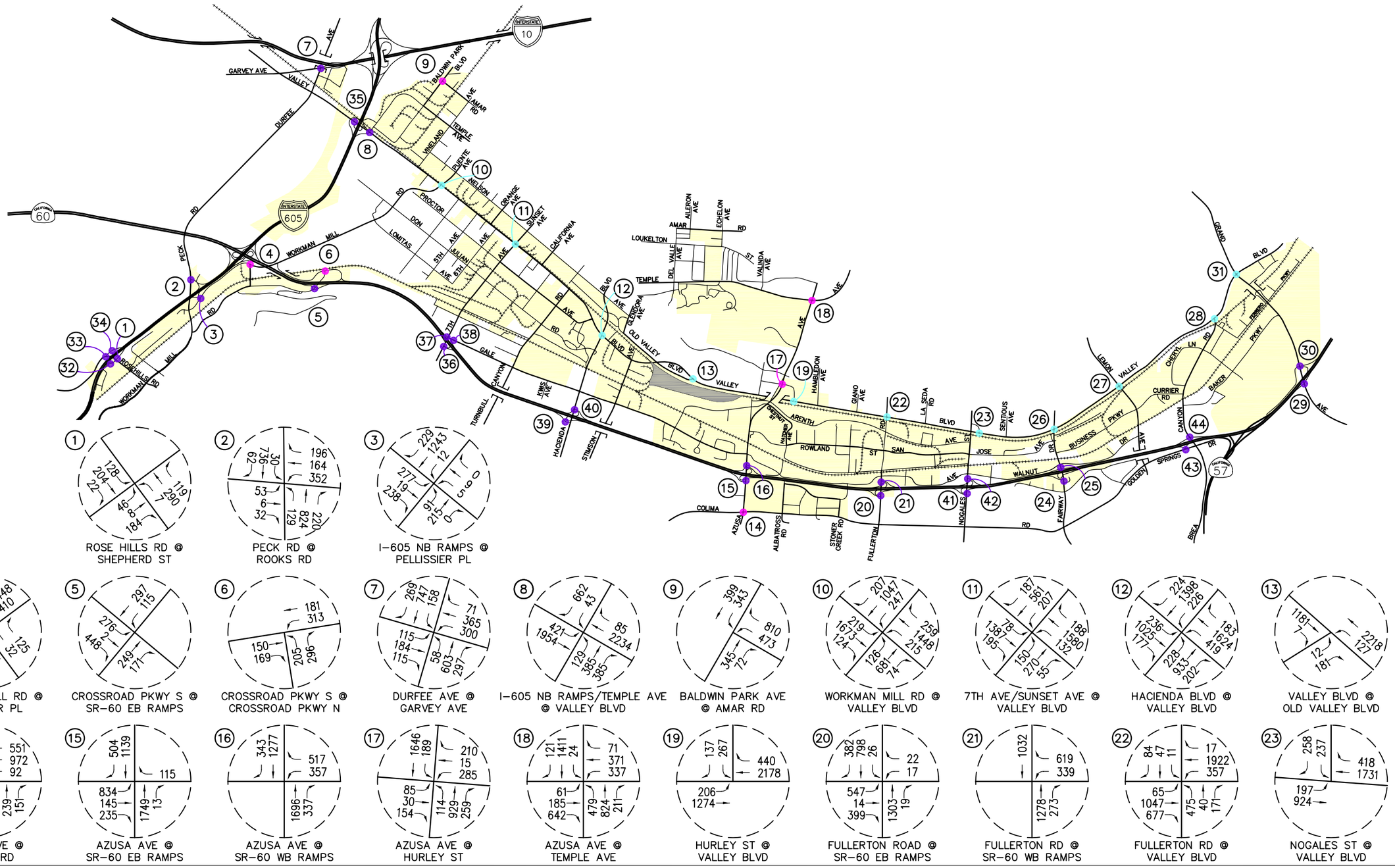
5.3.3 *Post-Year 2035 General Plan Buildout with Programmed Improvements Traffic Volumes*

Figures 19A through ***20B*** illustrate Post-Year 2035 General Plan Buildout with programmed improvements PCE traffic volumes during the AM and PM peak hours.

Table 9 presents a summary of the project-related increase at each key intersection, which indicates that General Plan Buildout-generated trips correspond to mostly less than half of Post-Year 2035 General Plan Buildout PCE traffic volumes during the AM and PM peak hours.

5.3.4 *Post-Year 2035 General Plan Buildout with Programmed Improvements Daily Traffic Volumes*

Figure 21 illustrates Post-Year 2035 General Plan Buildout with programmed improvements PCE traffic volumes during a typical weekday, categorized between automobiles and trucks.



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KEY

- = CITY OF INDUSTRY
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- (#) = STUDY IDENTIFICATION NUMBER
- = STUDY INTERSECTION
- = CALTRANS RAMP INTERSECTION
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE 15A

EXISTING (2010) + PROJECT
AM PEAK HOUR PCE TRAFFIC VOLUMES
INTERSECTIONS 1 THROUGH 23

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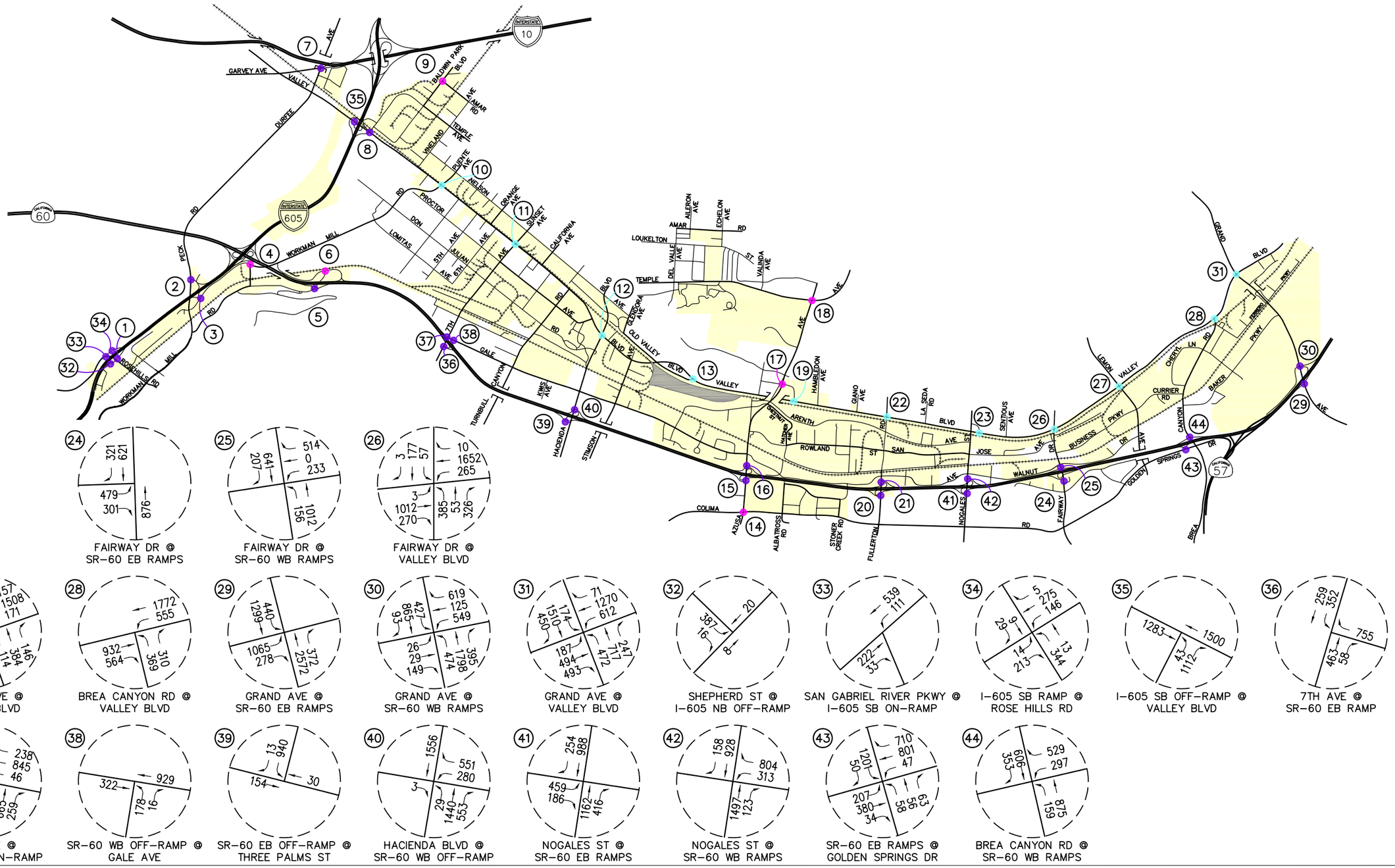

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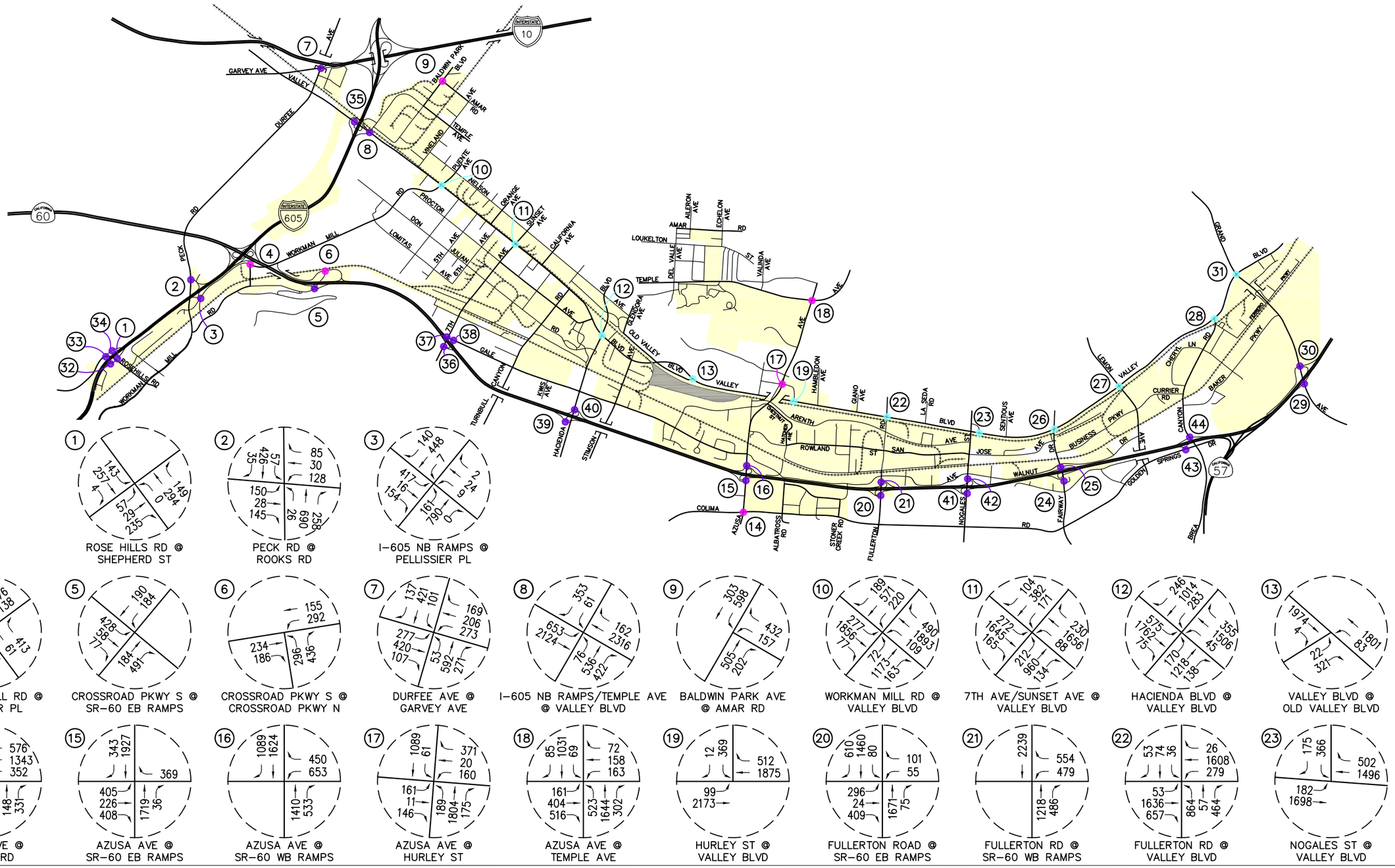
FIGURE 15B

EXISTING (2010) + PROJECT
AM PEAK HOUR PCE TRAFFIC VOLUMES
INTERSECTIONS 24 THROUGH 44

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



ROSE HILLS RD @
SHEPHERD ST

PECK RD @
ROOKS RD

I-605 NB RAMPS @
PELLISSIER PL

WORKMAN MILL RD @
PELLISSIER PL

CROSSROAD PKWY S @
SR-60 EB RAMPS

CROSSROAD PKWY S @
CROSSROAD PKWY N

DURFEE AVE @
GARVEY AVE

I-605 NB RAMPS/TEMPLE AVE
@ VALLEY BLVD

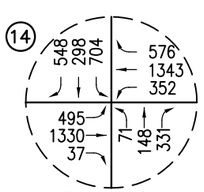
BALDWIN PARK AVE
@ AMAR RD

WORKMAN MILL RD @
VALLEY BLVD

7TH AVE/SUNSET AVE @
VALLEY BLVD

HACIENDA BLVD @
VALLEY BLVD

VALLEY BLVD @
OLD VALLEY BLVD



AZUSA AVE @
COLIMA RD

AZUSA AVE @
SR-60 EB RAMPS

AZUSA AVE @
SR-60 WB RAMPS

AZUSA AVE @
HURLEY ST

AZUSA AVE @
TEMPLE AVE

HURLEY ST @
VALLEY BLVD

FULLERTON ROAD @
SR-60 EB RAMPS

FULLERTON RD @
SR-60 WB RAMPS

FULLERTON RD @
VALLEY BLVD

NOGALES ST @
VALLEY BLVD

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FIGURE 16A

EXISTING (2010) + PROJECT PM PEAK HOUR PCE TRAFFIC VOLUMES INTERSECTIONS 1 THROUGH 23

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

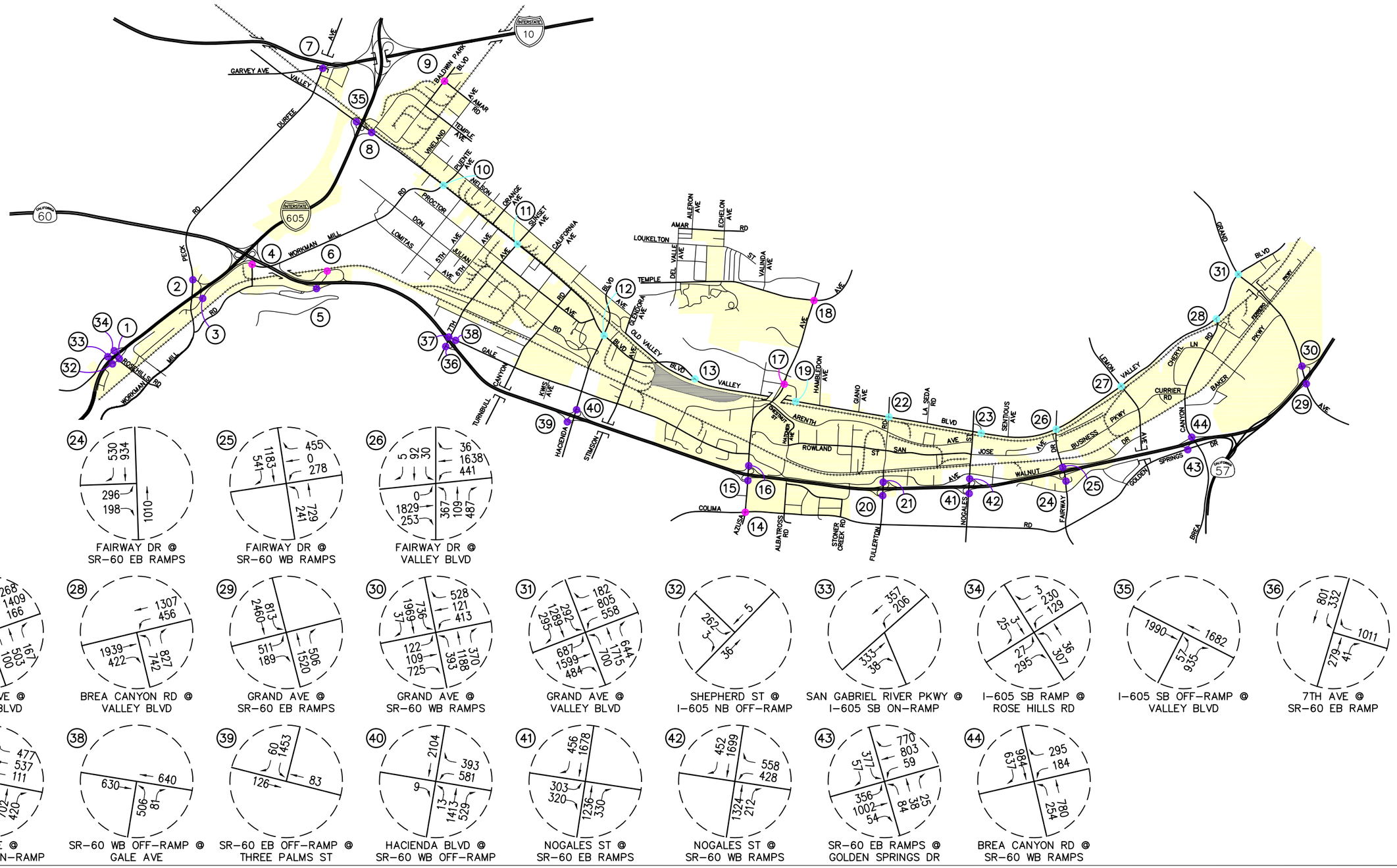

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FIGURE 16B

EXISTING (2010) + PROJECT
PM PEAK HOUR PCE TRAFFIC VOLUMES
INTERSECTIONS 24 THROUGH 44

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

TABLE 8
PROJECT-RELATED INCREASE EXISTING (2010) + PROJECT CONDITIONS

#	Key Intersection	Project Only Traffic	Existing Plus Project Traffic	Net Project Percent Increase
1	Rose Hills Road at Shepherd Street (Caltrans)	4	2,176	0%
2	Peck Road at Rooks Road (Caltrans)	139	4,862	3%
3	I-605 Northbound Ramps at Pellessier Place (Caltrans)	209	4,506	5%
4	Workman Mill Road at Pellessier Place	164	4,779	3%
5	Crossroad Parkway S. at SR-60 Eastbound Ramps (Caltrans)	75	3,170	2%
6	Crossroad Parkway S. at Crossroad Parkway N.	382	2,913	13%
7	Durfee Avenue at Garvey Avenue (Caltrans)	91	6,309	1%
8	I-605 Northbound Ramps/Temple Avenue at Valley Boulevard (Caltrans) (RR/Valley Corridor)	2,386	13,001	18%
9	Baldwin Park Boulevard at Amar Road	148	4,639	3%
10	Workman Mill Road at Valley Boulevard (RR/Valley Corridor)	2,495	13,410	19%
11	7th Avenue/Sunset Avenue at Valley Boulevard (RR/Valley Corridor)	2,637	11,009	24%
12	Hacienda Boulevard at Valley Boulevard (RR/Valley Corridor)	2,045	14,262	14%
13	Valley Boulevard at Old Valley Boulevard (RR/Valley Corridor)	1,956	7,931	25%
14	Azusa Avenue at Colima Road (CMP)	1,787	10,785	17%
15	Azusa Avenue at SR-60 Eastbound Ramps (Caltrans)	570	10,167	6%
16	Azusa Avenue at SR-60 Westbound Ramps(Caltrans)	501	10,286	5%
17	Azusa Avenue at Hurley Street	674	8,103	8%
18	Azusa Avenue at Temple Avenue	500	9,865	5%
19	Hurley Avenue at Valley Boulevard (RR/Valley Corridor)	2,311	9,542	24%

TABLE 8 (Continued)
PROJECT-RELATED INCREASE EXISTING (2010) + PROJECT CONDITIONS

#	Key Intersection	Project Only Traffic	Existing Plus Project Traffic	Net Project Percent Increase
20	Fullerton Road at SR-60 Eastbound Ramps (Caltrans)	1,693	8,308	20%
21	Fullerton Road at SR-60 Westbound Ramps (Caltrans)	2,094	8,517	25%
22	Fullerton Road at Valley Boulevard (RR/Valley Corridor)	2,613	10,720	24%
23	Nogales Street at Valley Boulevard (RR/Valley Corridor)	2,233	8,184	27%
24	Fairway Drive at SR-60 Eastbound Ramps (Caltrans)	171	5,566	3%
25	Fairway Drive at SR-60 Westbound Ramps (Caltrans)	305	6,190	5%
26	Fairway Drive at Valley Boulevard (RR/Valley Corridor)	2,318	9,500	24%
27	Lemon Avenue at Valley Boulevard (RR/Valley Corridor)	2,910	10,464	28%
28	Brea Canyon Road at Valley Boulevard (RR/Valley Corridor)	3,496	10,195	34%
29	Grand Avenue at SR-60 Eastbound Ramps (Caltrans)	4,858	12,025	40%
30	Grand Avenue at SR-60 Westbound Ramps (Caltrans)	5,209	12,260	42%
31	Grand Avenue at Valley Boulevard (RR/Valley Corridor)	6,093	15,947	38%
32	Shepherd Street at I-605 NB Ramp (Caltrans)	1	737	0%
33	San Gabriel River Parkway at I-605 SB Ramp (Caltrans)	4	1,839	0%
34	I-605 SB Ramp at Rose Hills Road (Caltrans	9	2,103	0%
35	I-605 SB Ramp at Valley Boulevard (Caltrans) (RR/Valley Corridor)	1,565	8,930	18%
36	7th Avenue at SR-60 EB Ramp (Caltrans)	322	4,351	7%
37	7th Avenue at SR-60 WB Ramp (Caltrans)	563	6,844	8%
38	SR-60 WB Ramp at Gale Avenue (Caltrans)	99	3,302	3%

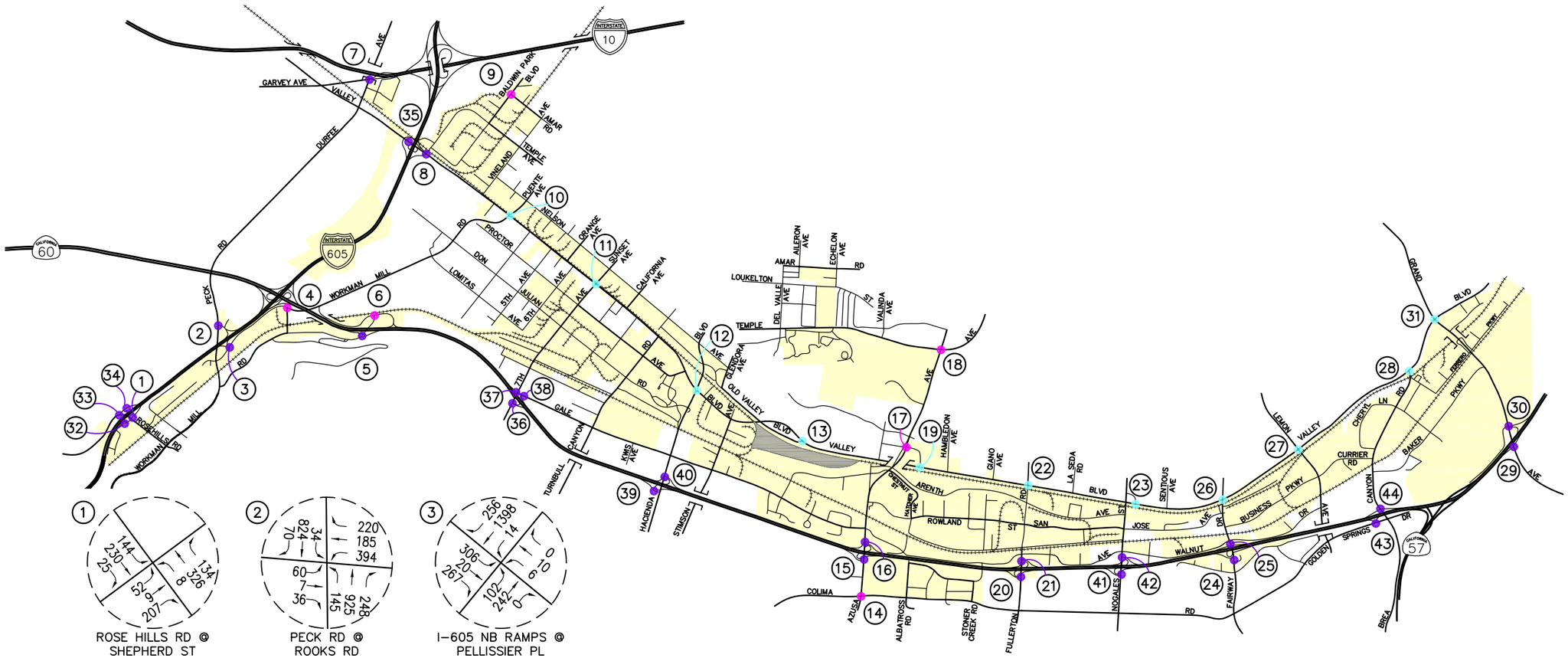
TABLE 8 (Continued)
PROJECT-RELATED INCREASE EXISTING (2010) + PROJECT CONDITIONS

#	Key Intersection	Project Only Traffic	Existing Plus Project Traffic	Net Project Percent Increase
39	SR-60 EB Ramp at Three Palms Drive (Caltrans)	28	2,859	1%
40	Hacienda Boulevard at SR-60 WB Ramp (Caltrans)	93	9,454	1%
41	Nogales Street at SR-60 EB Ramp (Caltrans)	986	7,788	13%
42	Nogales Street at SR-60 WB Ramp (Caltrans)	1,116	8,496	13%
43	Brea Canyon Road at SR-60 EB Ramp (Caltrans)	1,267	7,232	18%
44	Brea Canyon Road at SR-60 WB Ramp (Caltrans)	2,846	5,953	48%
Total		**61,966**	**339,479**	**18%**

Note:

Poor LOS under Existing Plus Project.

Poor LOS under Existing Plus Project along RR/Valley Corridor.

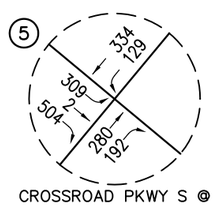


ROSE HILLS RD @ SHEPHERD ST

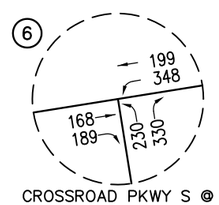
PECK RD @ ROOKS RD

I-605 NB RAMPS @ PELLISSIER PL

WORKMAN MILL RD @ PELLISSIER PL



CROSSROAD PKWY S @ SR-60 EB RAMPS



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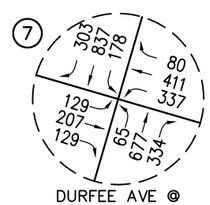
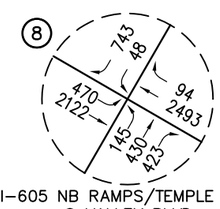
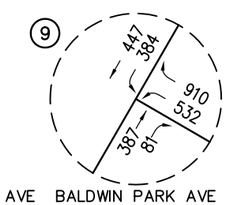


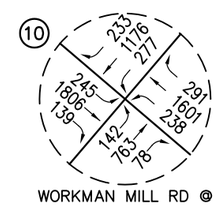
DURFEE AVE @ GARVEY AVE



I-605 NB RAMPS/TEMPLE AVE @ VALLEY BLVD



BALDWIN PARK AVE @ AMAR RD



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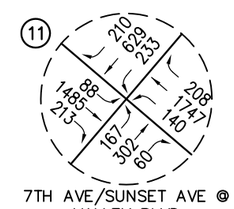
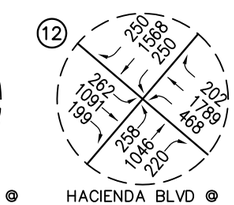
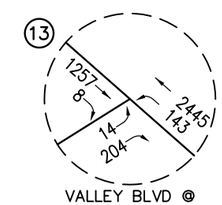


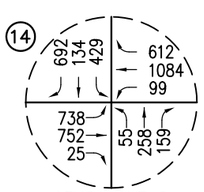
7TH AVE/SUNSET AVE @ VALLEY BLVD



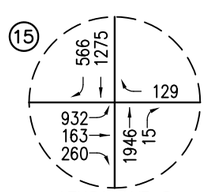
HACIENDA BLVD @ VALLEY BLVD



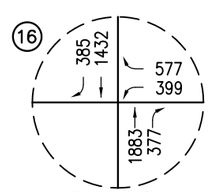
VALLEY BLVD @ OLD VALLEY BLVD



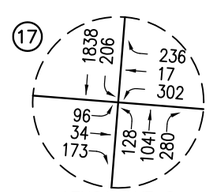
AZUSA AVE @ COLIMA RD



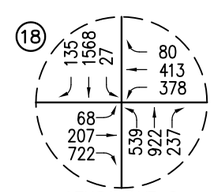
AZUSA AVE @ SR-60 EB RAMPS



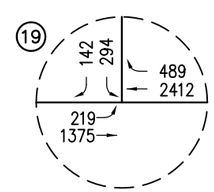
AZUSA AVE @ SR-60 WB RAMPS



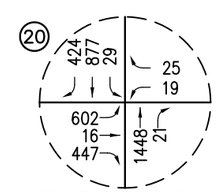
AZUSA AVE @ HURLEY ST



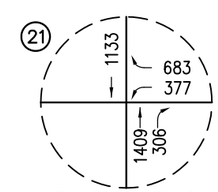
AZUSA AVE @ TEMPLE AVE



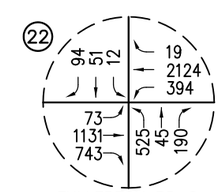
HURLEY ST @ VALLEY BLVD



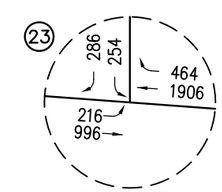
FULLERTON ROAD @ SR-60 EB RAMPS



FULLERTON RD @ SR-60 WB RAMPS



FULLERTON RD @ VALLEY BLVD



NOGALES ST @ VALLEY BLVD

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KEY

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- (#) = STUDY IDENTIFICATION NUMBER
- = STUDY INTERSECTION
- = CALTRANS RAMP INTERSECTION
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE 17A

POST-YEAR 2035 GENERAL PLAN BUILDOUT WITHOUT PROGRAMMED IMPROVEMENTS AM PEAK HOUR PCE TRAFFIC VOLUMES INTERSECTIONS 1 THROUGH 23

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

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FIGURE 17B

POST-YEAR 2035 GENERAL PLAN BUILDOUT
WITHOUT PROGRAMMED IMPROVEMENTS AM PEAK HOUR
PCE TRAFFIC VOLUMES INTERSECTIONS 24 THROUGH 44

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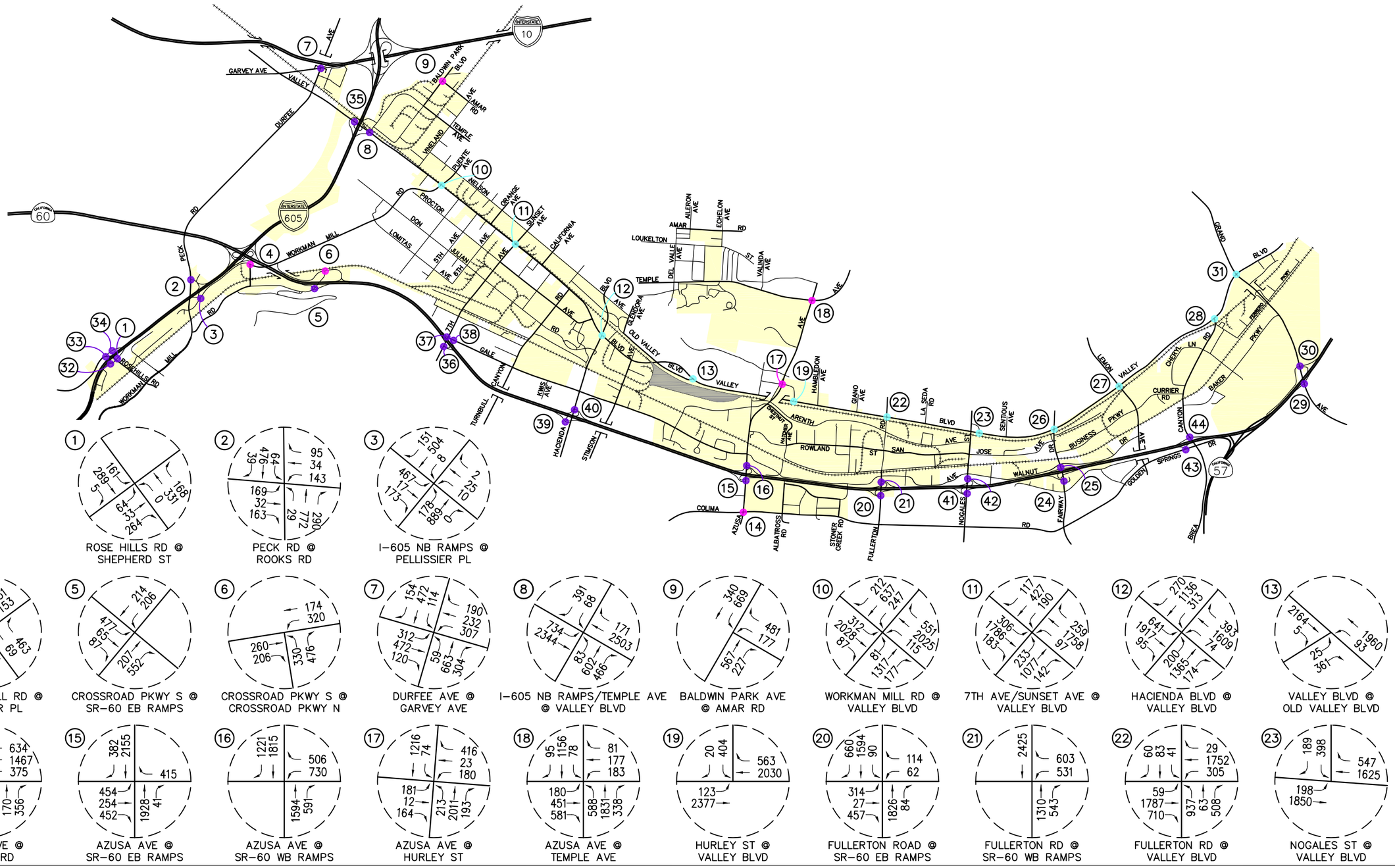

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FIGURE 18A

POST-YEAR 2035 GENERAL PLAN BUILDOUT
WITHOUT PROGRAMMED IMPROVEMENTS PM PEAK HOUR
PCE TRAFFIC VOLUMES INTERSECTIONS 1 THROUGH 23

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

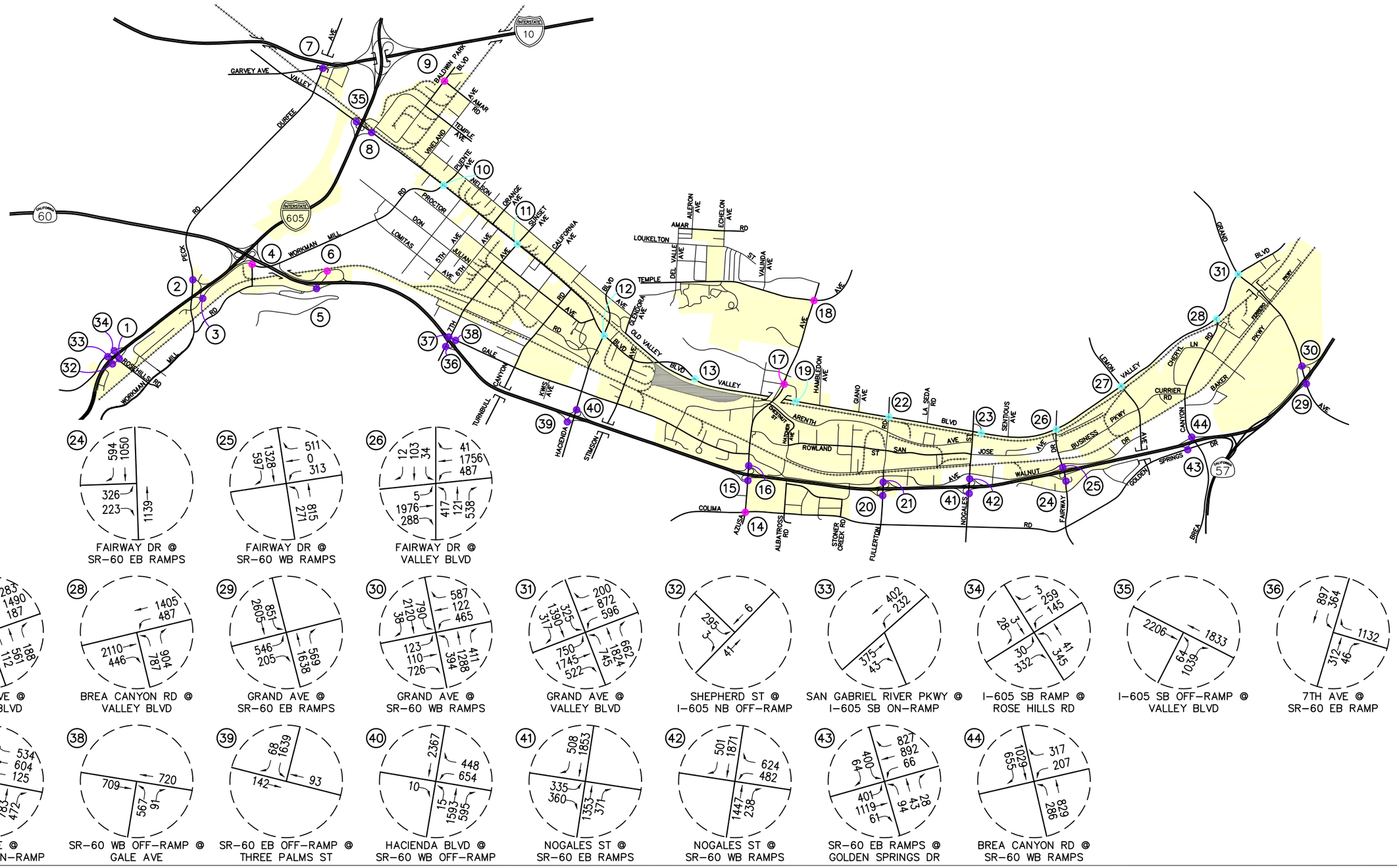

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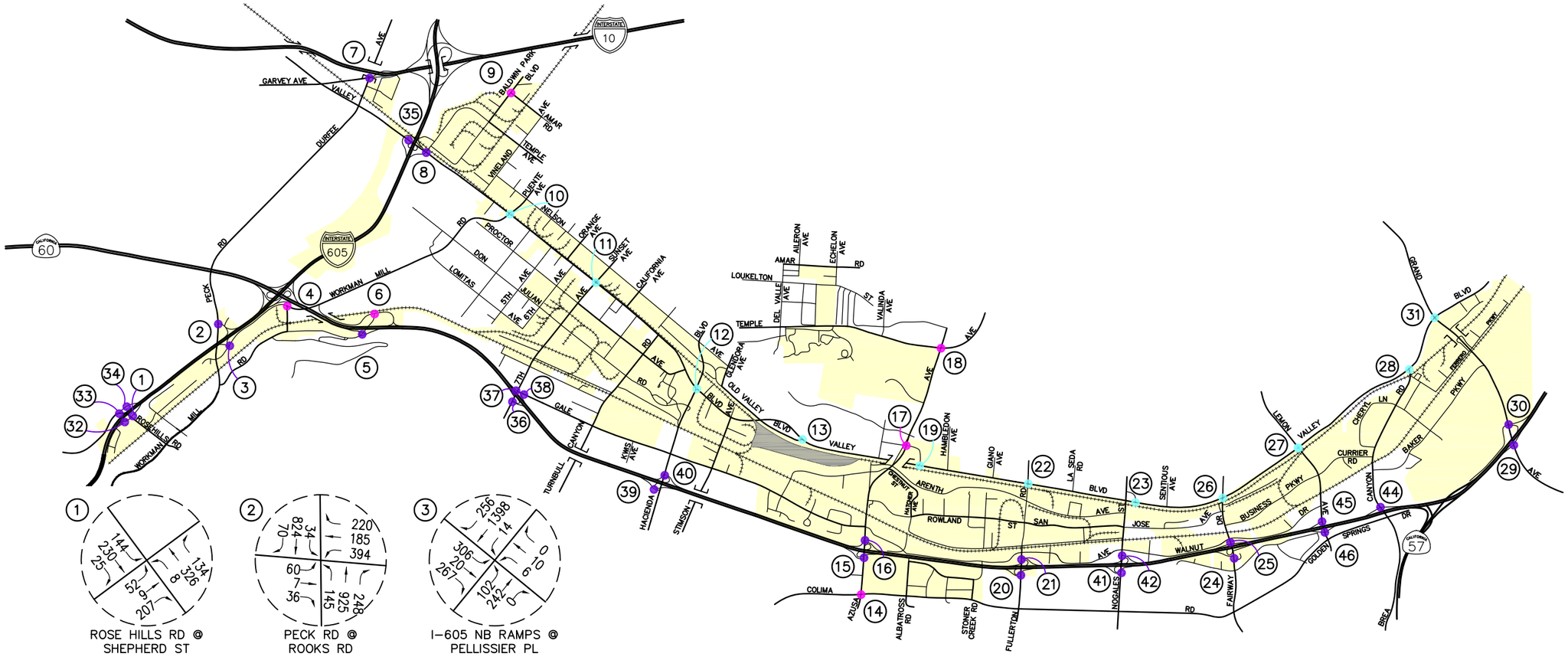
FIGURE 18B

POST-YEAR 2035 GENERAL PLAN BUILDOUT
WITHOUT PROGRAMMED IMPROVEMENTS PM PEAK HOUR
PCE TRAFFIC VOLUMES INTERSECTIONS 24 THROUGH 44

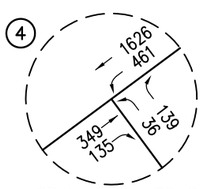
CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



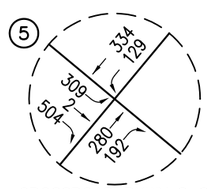
ROSE HILLS RD @ SHEPHERD ST

PECK RD @ ROOKS RD

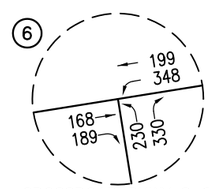
I-605 NB RAMPS @ PELLISSIER PL



WORKMAN MILL RD @ PELLISSIER PL



CROSSROAD PKWY S @ SR-60 EB RAMPS



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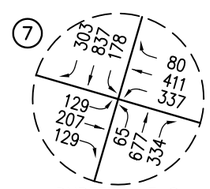
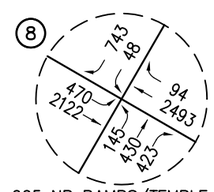
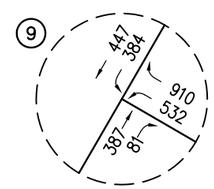


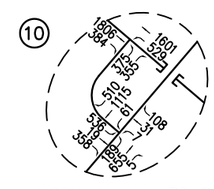
DURFEE AVE @ GARVEY AVE



I-605 NB RAMPS/TEMPLE AVE @ VALLEY BLVD



BALDWIN PARK AVE @ AMAR RD



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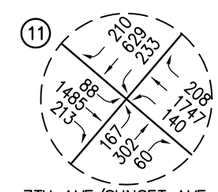
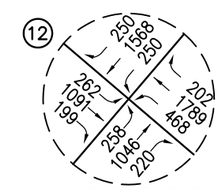
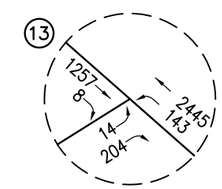


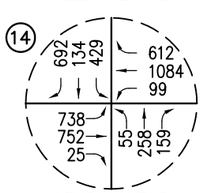
7TH AVE/SUNSET AVE @ VALLEY BLVD



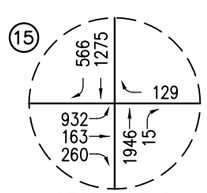
HACIENDA BLVD @ VALLEY BLVD



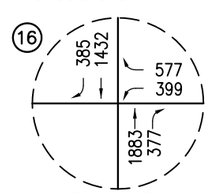
VALLEY BLVD @ OLD VALLEY BLVD



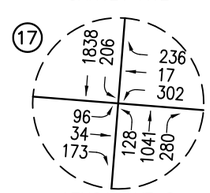
AZUSA AVE @ COLIMA RD



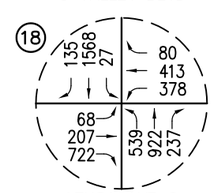
AZUSA AVE @ SR-60 EB RAMPS



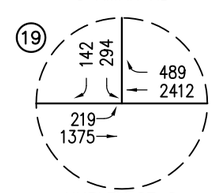
AZUSA AVE @ SR-60 WB RAMPS



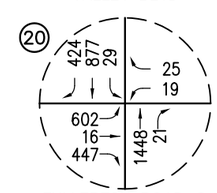
AZUSA AVE @ HURLEY ST



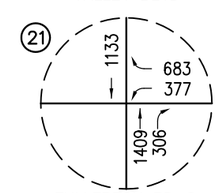
AZUSA AVE @ TEMPLE AVE



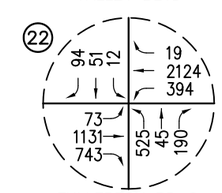
HURLEY ST @ VALLEY BLVD



FULLERTON ROAD @ SR-60 EB RAMPS



FULLERTON RD @ SR-60 WB RAMPS



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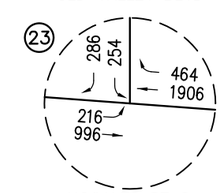

NOGALES ST @ VALLEY BLVD

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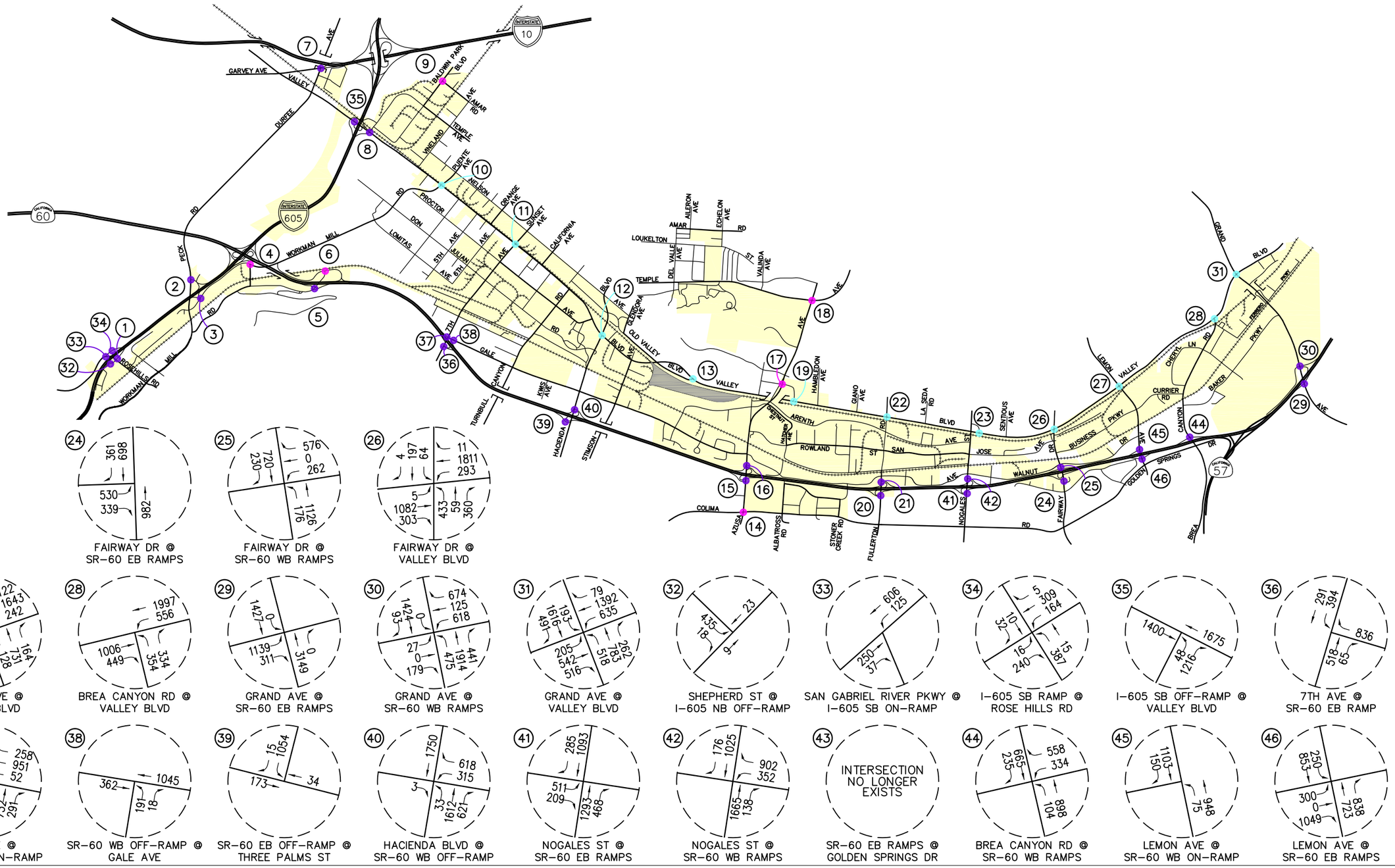
FIGURE 19A

POST-YEAR 2035 GENERAL PLAN BUILDOUT WITH PROGRAMMED IMPROVEMENTS AM PEAK HOUR PCE TRAFFIC VOLUMES INTERSECTIONS 1 THROUGH 23

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



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LINSCOTT LAW & GREENSPAN engineers

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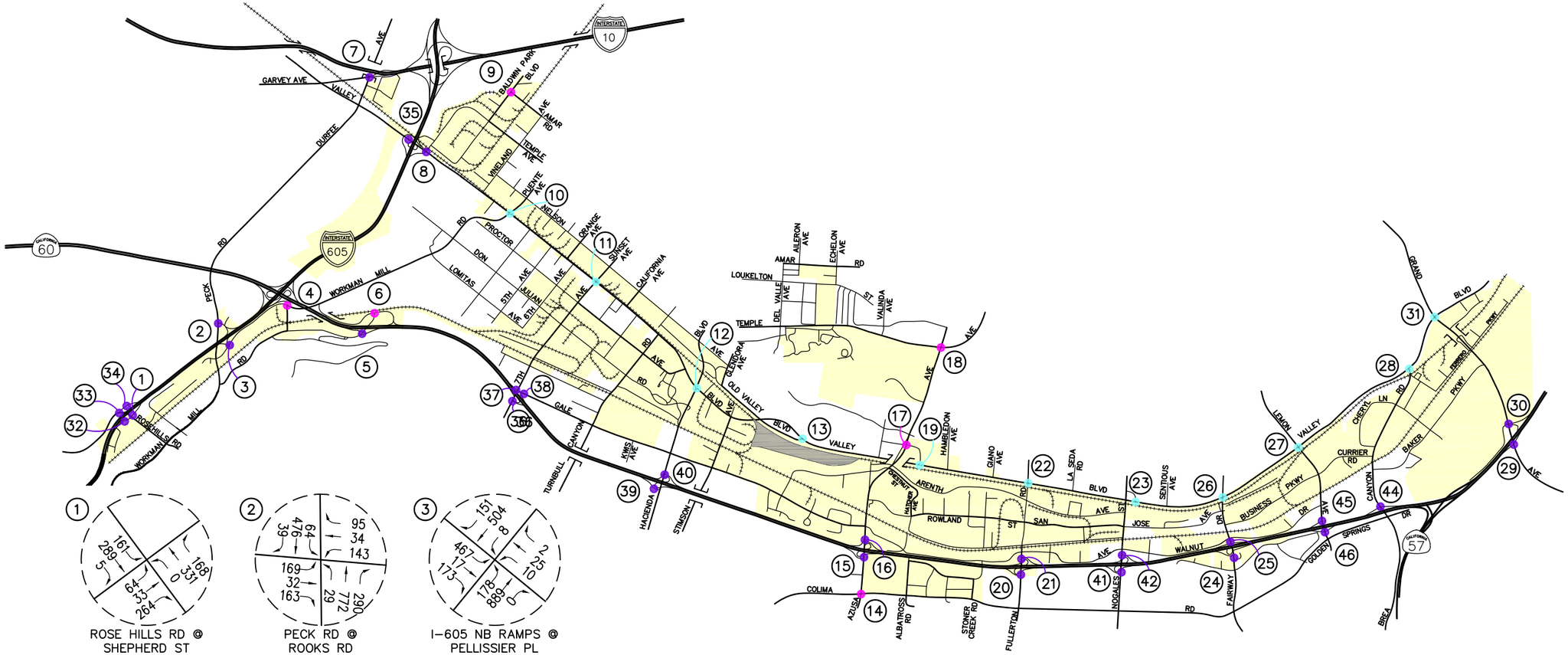
FIGURE 19B

POST-YEAR 2035 GENERAL PLAN BUILDOUT
WITH PROGRAMMED IMPROVEMENTS AM PEAK HOUR
PCE TRAFFIC VOLUMES INTERSECTIONS 24 THROUGH 46

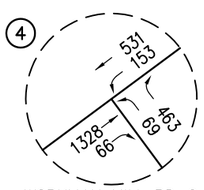
CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



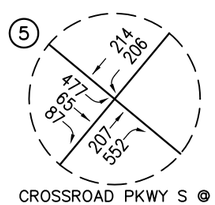
ROSE HILLS RD @
SHEPHERD ST

PECK RD @
ROOKS RD

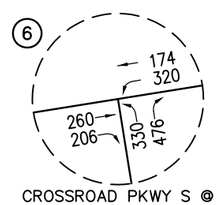
I-605 NB RAMPS @
PELLISSIER PL



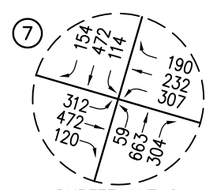
WORKMAN MILL RD @
PELLISSIER PL



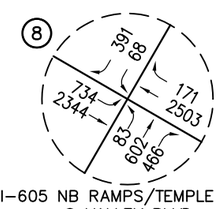
CROSSROAD PKWY S @
SR-60 EB RAMPS



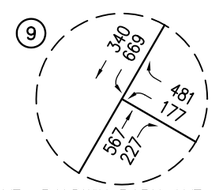
CROSSROAD PKWY S @
CROSSROAD PKWY N



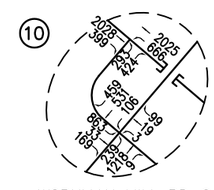
DURFEE AVE @
GARVEY AVE



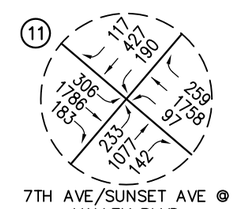
I-605 NB RAMPS/TEMPLE AVE
@ VALLEY BLVD



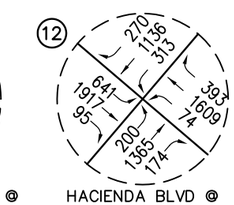
BALDWIN PARK AVE
@ AMAR RD



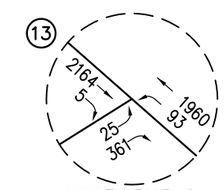
WORKMAN MILL RD @
VALLEY BLVD



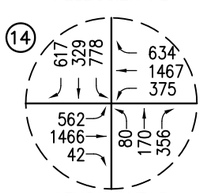
7TH AVE/SUNSET AVE @
VALLEY BLVD



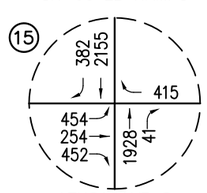
HACIENDA BLVD @
VALLEY BLVD



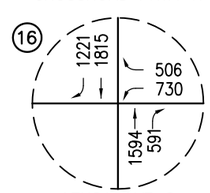
VALLEY BLVD @
OLD VALLEY BLVD



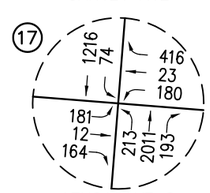
AZUSA AVE @
COLIMA RD



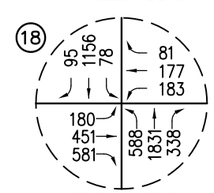
AZUSA AVE @
SR-60 EB RAMPS



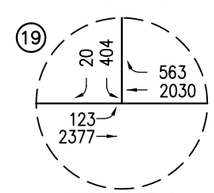
AZUSA AVE @
SR-60 WB RAMPS



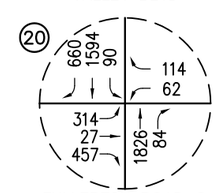
AZUSA AVE @
HURLEY ST



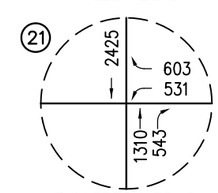
AZUSA AVE @
TEMPLE AVE



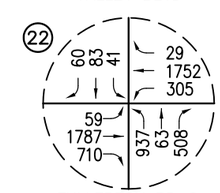
HURLEY ST @
VALLEY BLVD



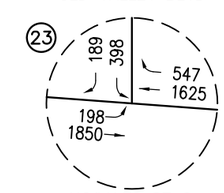
FULLERTON ROAD @
SR-60 EB RAMPS



FULLERTON RD @
SR-60 WB RAMPS



FULLERTON RD @
VALLEY BLVD



NOGALES ST @
VALLEY BLVD

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FIGURE 20A

POST-YEAR 2035 GENERAL PLAN BUILDOUT WITH PROGRAMMED IMPROVEMENTS PM PEAK HOUR PCE TRAFFIC VOLUMES INTERSECTIONS 1 THROUGH 23

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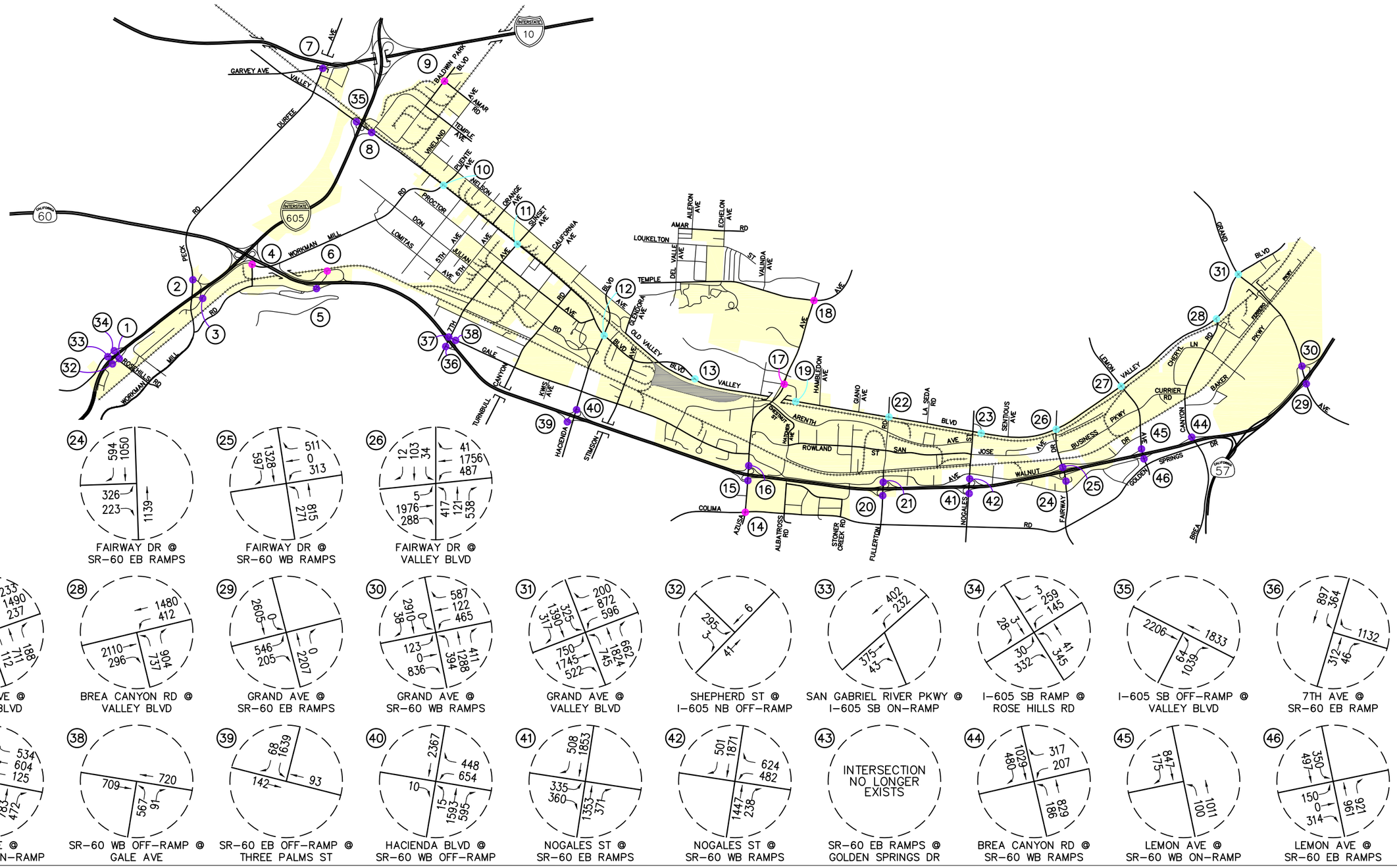

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- = STUDY INTERSECTION
- = CALTRANS RAMP INTERSECTION
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE 20B

POST-YEAR 2035 GENERAL PLAN BUILDOUT
WITH PROGRAMMED IMPROVEMENTS PM PEAK HOUR
PCE TRAFFIC VOLUMES INTERSECTIONS 24 THROUGH 46

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

TABLE 9
PROJECT-RELATED INCREASE POST-YEAR 2035 CONDITIONS

#	Key Intersection	Project Only Traffic	Year 2035 Traffic	Net Project Percent Increase
1	Rose Hills Road at Shepherd Street (Caltrans)	4	2,450	0%
2	Peck Road at Rooks Road (Caltrans)	139	5,454	3%
3	I-605 Northbound Ramps at Pellessier Place (Caltrans)	209	5,045	4%
4	Workman Mill Road at Pellessier Place	164	5,356	3%
5	Crossroad Parkway S. at SR-60 Eastbound Ramps (Caltrans)	75	3,558	2%
6	Crossroad Parkway S. at Crossroad Parkway N.	382	3,230	12%
7	Durfee Avenue at Garvey Avenue (Caltrans)	91	7,086	1%
8	I-605 Northbound Ramps/Temple Avenue at Valley Boulevard (Caltrans) (RR/Valley Corridor)	2,386	14,330	17%
9	Baldwin Park Boulevard at Amar Road	148	5,202	3%
10a	3rd Avenue at Valley Boulevard (RR/Valley Corridor)	2,378	10,885	22%
10b	Workman Mill Road at 3rd Avenue (RR/Valley Corridor)	347	7,342	5%
11	7th Avenue/Sunset Avenue at Valley Boulevard (RR/Valley Corridor)	2,637	12,057	22%
12	Hacienda Boulevard at Valley Boulevard (RR/Valley Corridor)	2,045	15,790	13%
13	Valley Boulevard at Old Valley Boulevard (RR/Valley Corridor)	1,956	8,679	23%
14	Azusa Avenue at Colima Road (CMP)	1,787	11,913	15%
15	Azusa Avenue at SR-60 Eastbound Ramps (Caltrans)	570	11,367	5%
16	Azusa Avenue at SR-60 Westbound Ramps(Caltrans)	501	11,510	4%
17	Azusa Avenue at Hurley Street	674	9,034	7%
18	Azusa Avenue at Temple Avenue	500	11,035	5%
19	Hurley Avenue at Valley Boulevard (RR/Valley Corridor)	2,311	10,448	22%

TABLE 9 (Continued)
PROJECT-RELATED INCREASE POST-YEAR 2035 CONDITIONS

#	Key Intersection	Project Only Traffic	Year 2035 Traffic	Net Project Percent Increase
20	Fullerton Road at SR-60 Eastbound Ramps (Caltrans)	1,693	9,136	19%
21	Fullerton Road at SR-60 Westbound Ramps (Caltrans)	2,094	9,320	22%
22	Fullerton Road at Valley Boulevard (RR/Valley Corridor)	2,613	11,735	22%
23	Nogales Street at Valley Boulevard (RR/Valley Corridor)	2,233	8,929	25%
24	Fairway Drive at SR-60 Eastbound Ramps (Caltrans)	171	6,242	3%
25	Fairway Drive at SR-60 Westbound Ramps (Caltrans)	305	6,925	4%
26	Fairway Drive at Valley Boulevard (RR/Valley Corridor)	2,318	10,400	22%
27	Lemon Avenue at Valley Boulevard (RR/Valley Corridor)	2,925	11,859	25%
28	Brea Canyon Road at Valley Boulevard (RR/Valley Corridor)	3,486	10,635	33%
29	Grand Avenue at SR-60 Eastbound Ramps (Caltrans)	4,858	12,921	38%
30	Grand Avenue at SR-60 Westbound Ramps (Caltrans)	5,209	13,144	40%
31	Grand Avenue at Valley Boulevard (RR/Valley Corridor)	6,093	17,180	35%
32	Shepherd Street at I-605 NB Ramp (Caltrans)	1	830	0%
33	San Gabriel River Parkway at I-605 SB Ramp (Caltrans)	4	2,070	0%
34	I-605 SB Ramp at Rose Hills Road (Caltrans	9	2,364	0%
35	I-605 SB Ramp at Valley Boulevard (Caltrans) (RR/Valley Corridor)	1,565	9,850	16%
36	7th Avenue at SR-60 EB Ramp (Caltrans)	322	4,855	7%
37	7th Avenue at SR-60 WB Ramp (Caltrans)	563	7,631	7%
38	SR-60 WB Ramp at Gale Avenue (Caltrans)	99	3,703	3%

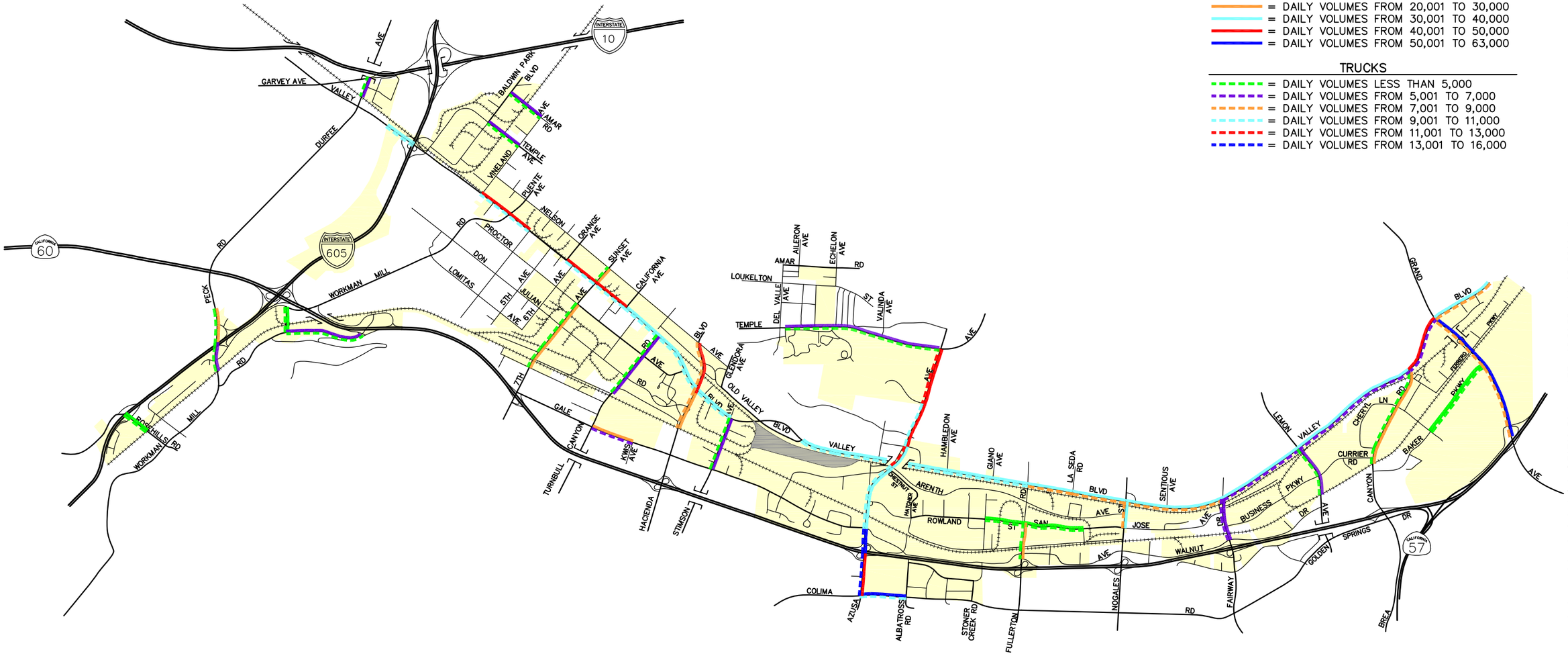
TABLE 9 (Continued)
PROJECT-RELATED INCREASE POST-YEAR 2035 CONDITIONS

#	Key Intersection	Project Only Traffic	Year 2035 Traffic	Net Project Percent Increase
39	SR-60 EB Ramp at Three Palms Drive (Caltrans)	28	3,218	1%
40	Hacienda Boulevard at SR-60 WB Ramp (Caltrans)	93	10,634	1%
41	Nogales Street at SR-60 EB Ramp (Caltrans)	986	8,639	11%
42	Nogales Street at SR-60 WB Ramp (Caltrans)	1,116	9,421	12%
44	Brea Canyon Road at SR-60 WB Ramp (Caltrans)	2,826	5,842	48%
45	Lemon Avenue at SR-60 WB On-Ramp	132	4,409	3%
46	Lemon Avenue at SR-60 EB Ramps	1,145	7,206	16%
Total		**62,191**	**385,042**	**16%**

Note:

Poor LOS under Year 2035 General Plan Buildout.

Poor LOS under Year 2035 General Plan Buildout along RR/Valley Corridor.



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NO SCALE

KEY

= CITY OF INDUSTRY BOUNDARIES

= UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

FIGURE 21

POST-YEAR 2035 GENERAL PLAN BUILDOUT WITH PROGRAMMED IMPROVEMENTS ROADWAY SEGMENT DAILY TRAFFIC VOLUMES

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

6.0 TRAFFIC IMPACT ANALYSIS

This section presents a comparison of Post-Year 2035 conditions against existing (Year 2010) conditions at each analyzed intersection to identify future deficiencies, and determine the incremental effect of the General Plan Buildout. Detailed calculations of the levels of service are included in ***Appendix C*** (under separate cover).

6.1 Significant Traffic Impact Criteria

In order to provide a quantitative basis for determining the significant traffic impact at a specific location, it was necessary to establish the criteria to be used in the analysis of intersections for this study. Consistent with what is typically done in General Plan traffic studies, an evaluation of area-wide/cumulative impacts was conducted. The assessment of area-wide/cumulative impacts is typically referred to as "LOS D Cumulative Analysis", and identifies potential significant impacts beyond what may directly be attributable to specific development projects. In other words, LOS D Cumulative Analysis impacts have been identified in this study to determine the long-range, future capacity needs at the key intersections within the study area, from a regional perspective or cumulative traffic setting.

The intersection or roadway segment is considered to have an area-wide deficiency or impact if the following criteria are met:

<u>For Non-CMP Signalized Intersections:</u>

- the ICU value under "with project" conditions is 0.901 or greater (LOS E or F)

<u>For CMP Signalized Intersections:</u>

- the ICU value or V/C under "with project" conditions is 1.001 or greater (LOS F)

<u>For Freeway Ramp Intersections (analyzed per Caltrans-required HCM methodology):</u>

- the Intersection Average Delay under "with project" conditions is greater than 55 seconds per vehicle (LOS E or F)

<u>For CMP Freeway Mainline Segments:</u>

- the demand-to-capacity (D/C) ratio under "with project" conditions is greater than 1.00 (LOS F), <u>and</u>
- the D/C increase attributable to the project is 0.02 or greater

To address LOS D Cumulative Analysis impacts, the impacted intersection should be further improved to bring back the service level to LOS D or better at non-CMP intersections, and to LOS E or better at CMP intersections.

6.2 Existing (2010) + Project Traffic Conditions

The projected Existing (2010) + Project PCE peak hour traffic volumes (shown previously on *Figures 15A* through *16B*) and intersection lane configurations (per *Figures 13A* through *13D*) were analyzed to determine the level of service for each of the key intersections (detailed worksheets contained in *Appendix C* under separate cover).

Table 10 indicates that 30 of the 46 key intersections are projected to operate at LOS D or better (LOS E or better at CMP intersections) during the weekday AM and PM peak hours, and 16 intersections are expected to operate at deficient levels of service (LOS E or F) during the peak hour noted in *Table 10*.

Figure 22 illustrates the 16 deficient locations under Existing (2010) + Project conditions. Of the 16 key intersections expected to operate at poor levels of service, 7 intersections are already deficient under existing (Year 2010) conditions. It is also worth noting that 9 deficient intersections are located along the railroad/Valley Boulevard corridor (highlighted in green on *Figure 22* and *Table 10*). The poor levels of service at another 6 intersections (not located along the railroad/Valley Boulevard corridor; highlighted in orange on *Figure 22* and *Table 10*) may be adverse, but the area-wide deficiency is not considered to be primarily due to the project since General Plan Buildout-generated trips comprise only 25% or less of the total intersection peak hour trips (as summarized previously on *Table 8*).

6.3 Post-Year 2035 General Plan Buildout with Existing Geometry Traffic Conditions

The projected Post-Year 2035 General Plan Buildout with existing geometry (without programmed improvements) PCE peak hour traffic volumes (shown previously on *Figures 17A* through *18B*) and intersection lane configurations (per *Figures 13A* through *13D*) were analyzed to determine the level of service for each of the key intersections (detailed worksheets contained in *Appendix C* under separate cover).

Table 11 indicates that 29 of the 46 key intersections are projected to operate at LOS D or better (LOS E or better at CMP intersections) during the weekday AM and PM peak hours, and 17 intersections are expected to operate at deficient levels of service (LOS E or F) during the peak hour noted in *Table 11*.

Figure 23 illustrates the 17 deficient locations under Post-Year 2035 conditions without accounting for programmed transportation improvements. Of the 17 key intersections expected to operate at poor levels of service, 7 intersections are already deficient under existing (Year 2010) conditions. It is also worth noting that 10 deficient intersections are located along the railroad/Valley Boulevard corridor (highlighted in green on *Figure 23* and *Table 11*). The poor levels of service at another 5 intersections (not located along the railroad/Valley Boulevard corridor; highlighted in orange on *Figure 23* and *Table 11*) may be adverse in Post-Year 2035, but the area-wide deficiency is not considered to be primarily due to the project since General Plan Buildout-generated trips comprise only 25% or less of the total intersection peak hour trips (as summarized previously on *Table 9*).

6.4 Post-Year 2035 General Plan Buildout with Programmed Improvements Traffic Conditions

The projected Post-Year 2035 General Plan Buildout with programmed improvements PCE peak hour traffic volumes (shown previously on *Figures 19A* through *20B*) and intersection lane configurations (per *Figures 13A* through *13D*) were analyzed to determine the level of service for each of the key intersections (detailed worksheets contained in *Appendix C* under separate cover).

TABLE 10

EXISTING (2010) + PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE

#	Key Intersection	Time Period	(1) Existing (Year 2010)				Existing plus Project (Year 2010) (2) Without Additional Improvements					Existing plus Project (Year 2010) (3) With Additional Improvements				
			ICU	Delay	LOS	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (2) - (1)	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (3) - (1)	Residual Deficiency ?
1	Rose Hills Road at	AM	--	18.7	B	No	--	18.7	B	0.0	No	--	--	--	--	--
	Shepherd Street (Caltrans)	PM	--	19.6	B	No	--	19.6	B	0.0	No	--	--	--	--	--
2	Peck Road at	AM	--	15.1	B	No	--	15.3	B	0.2	No	--	--	--	--	--
	Rooks Road (Caltrans)	PM	--	12.2	B	No	--	12.1	B	-0.1	No	--	--	--	--	--
3	I-605 Northbound Ramps at	AM	--	26.7	C	No	--	28.9	C	2.2	No	--	--	--	--	--
	Pellessier Place (Caltrans)	PM	--	26.9	C	No	--	28.4	C	1.5	No	--	--	--	--	--
4	Workman Mill Road at	AM	0.564	--	A	No	0.573	--	A	0.009	No	--	--	--	--	--
	Pellessier Place	PM	0.726	--	C	No	0.747	--	C	0.021	No	--	--	--	--	--
5	Crossroad Parkway S. at	AM	--	19.4	B	No	--	19.6	B	0.2	No	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	21.3	C	No	--	21.4	C	0.1	No	--	--	--	--	--
6	Crossroad Parkway S. at	AM	0.445	--	A	No	0.481	--	A	0.036	No	--	--	--	--	--
	Crossroad Parkway N.	PM	0.439	--	A	No	0.555	--	A	0.116	No	--	--	--	--	--
7	Durfee Avenue at	AM	--	36.3	D	No	--	36.2	D	-0.1	No	--	--	--	--	--
	Garvey Avenue (Caltrans)	PM	--	34.2	C	No	--	34.5	C	0.3	No	--	--	--	--	--
8	**I-605 Northbound Ramps/Temple Avenue at**	AM	**--**	**69.2**	**E**	**Yes**	**--**	**81.0**	**F**	**11.8**	**Yes [a]**	--	**56.0**	**E**	-13.2	No
	Valley Boulevard (Caltrans) (RR/Valley Corridor)	PM	--	39.3	D	No	**--**	**59.9**	**E**	**20.6**	**Yes [a]**	--	34.9	C	-4.4	No
9	Baldwin Park Boulevard at	AM	0.724	--	C	No	0.740	--	C	0.016	No	--	--	--	--	--
	Amar Road	PM	0.766	--	C	No	0.793	--	C	0.027	No	--	--	--	--	--
10	**Workman Mill Road at**	AM	**0.940**	**--**	**E**	**Yes**	**0.998**	**--**	**E**	**0.058**	**Yes [a]**	0.898	--	D	-0.042	No
	Valley Boulevard (RR/Valley Corridor)	PM	**1.122**	**--**	**F**	**Yes**	**1.325**	**--**	**F**	**0.203**	**Yes [a]**	**1.051**	**--**	**F**	-0.071	No
11	**7th Avenue/Sunset Avenue at**	AM	0.696	--	B	No	0.767	--	C	0.071	No	0.667	--	B	-0.029	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.854	--	D	No	**1.064**	**--**	**F**	**0.210**	**Yes [a]**	0.850	--	D	-0.004	No
12	**Hacienda Boulevard at**	AM	0.888	--	D	No	**0.975**	**--**	**E**	**0.087**	**Yes [a]**	0.875	--	D	-0.013	No
	Valley Boulevard (RR/Valley Corridor)	PM	**0.972**	**--**	**E**	**Yes**	**1.147**	**--**	**F**	**0.175**	**Yes [a]**	**0.968**	**--**	**E**	-0.004	No
13	Valley Boulevard at	AM	0.512	--	A	No	0.596	--	A	0.084	No	--	--	--	--	--
	Old Valley Boulevard (RR/Valley Corridor)	PM	0.618	--	B	No	0.713	--	C	0.095	No	--	--	--	--	--
14	**Azusa Avenue at**	AM	0.796	--	C	No	0.862	--	D	0.066	No	0.843	--	D	0.047	No
	Colima Road (CMP) [b]	PM	0.926	--	E	No	**1.187**	**--**	**F**	**0.261**	**Yes [a]**	0.982	--	E	0.056	No
15	Azusa Avenue at	AM	--	16.1	B	No	--	16.3	B	0.2	No	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	14.1	B	No	--	15.1	B	1.0	No	--	--	--	--	--
16	Azusa Avenue at	AM	--	13.7	B	No	--	13.9	B	0.2	No	--	--	--	--	--
	SR-60 Westbound Ramps(Caltrans)	PM	--	15.9	B	No	--	16.1	B	0.2	No	--	--	--	--	--
17	Azusa Avenue at	AM	0.715	--	C	No	0.789	--	C	0.074	No	0.789	--	C	0.074	No
	Hurley Street	PM	0.823	--	D	No	0.837	--	D	0.014	No	0.837	--	D	0.014	No

TABLE 10 (Continued)
EXISTING (2010) + PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE

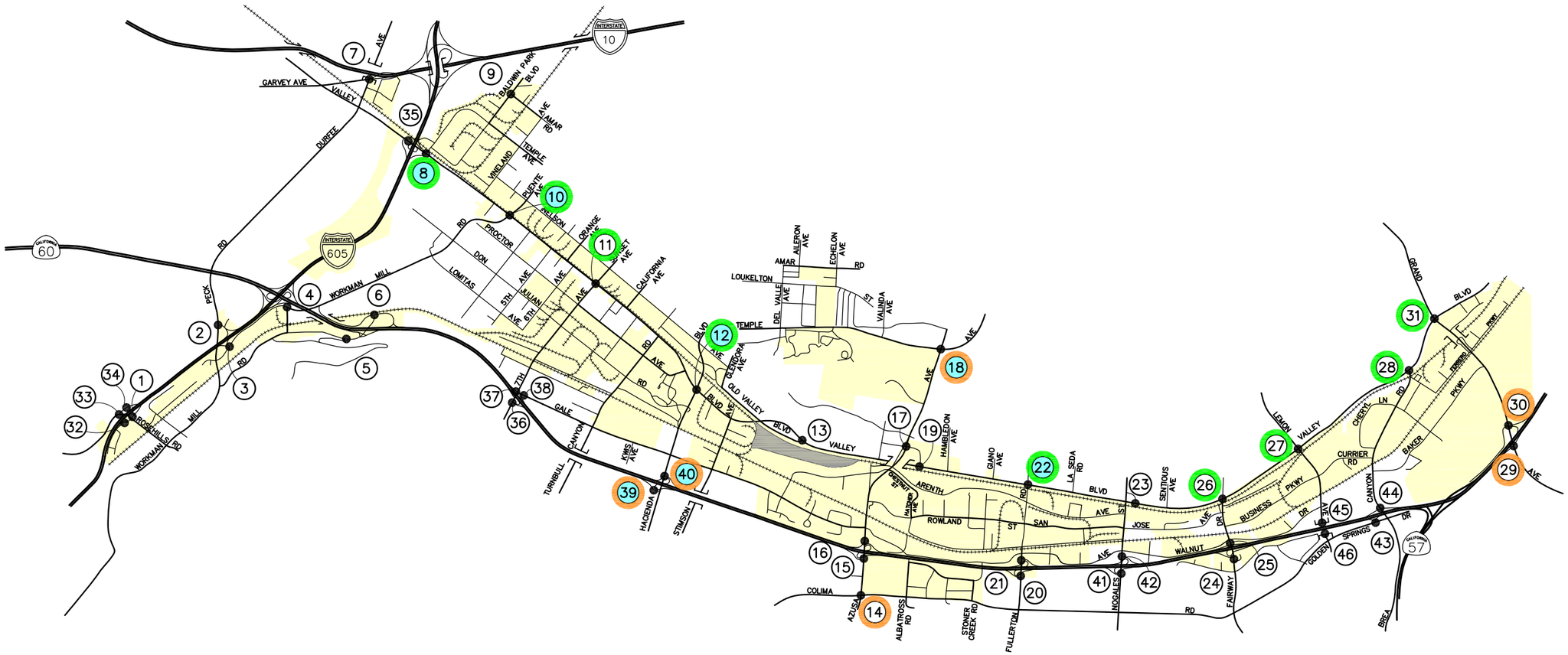
#	Key Intersection	Time Period	(1) Existing (Year 2010)				Existing plus Project (Year 2010) (2) Without Additional Improvements					(3) With Additional Improvements				
			ICU	Delay	LOS	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (2) - (1)	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (3) - (1)	Residual Deficiency ?
18	**Azusa Avenue at**	AM	**0.990**	--	**E**	**Yes**	**1.031**	--	**F**	**0.041**	**Yes [a]**	0.854	--	D	-0.136	No
	Temple Avenue	PM	0.748	--	C	No	0.791	--	C	0.043	No	0.777	--	C	0.029	No
19	Hurley Avenue at	AM	0.646	--	B	No	0.738	--	C	0.092	No	--	--	--	--	--
	Valley Boulevard (RR/Valley Corridor)	PM	0.535	--	A	No	0.725	--	C	0.190	No	--	--	--	--	--
20	Fullerton Road at	AM	--	19.0	B	No	--	20.3	C	1.3	No	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	21.6	C	No	--	23.6	C	2.0	No	--	--	--	--	--
21	Fullerton Road at	AM	--	14.6	B	No	--	15.4	B	0.8	No	--	--	--	--	--
	SR-60 Westbound Ramps (Caltrans)	PM	--	13.8	B	No	--	15.0	B	1.2	No	--	--	--	--	--
22	**Fullerton Road at**	AM	0.820	--	D	No	**0.989**	--	**E**	**0.169**	**Yes [a]**	0.728	--	C	-0.092	No
	Valley Boulevard (RR/Valley Corridor)	PM	**0.905**	--	**E**	**Yes**	**1.155**	--	**F**	**0.250**	**Yes [a]**	0.885	--	D	-0.020	No
23	Nogales Street at	AM	0.677	--	B	No	0.802	--	D	0.125	No	--	--	--	--	--
	Valley Boulevard (RR/Valley Corridor)	PM	0.555	--	A	No	0.758	--	C	0.203	No	--	--	--	--	--
24	Fairway Drive at	AM	--	17.8	B	No	--	18.2	B	0.4	No	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	13.5	B	No	--	14.4	B	0.9	No	--	--	--	--	--
25	Fairway Drive at	AM	--	23.4	C	No	--	23.5	C	0.1	No	--	--	--	--	--
	SR-60 Westbound Ramps (Caltrans)	PM	--	25.4	C	No	--	26.0	C	0.6	No	--	--	--	--	--
26	**Fairway Drive at**	AM	0.743	--	C	No	0.871	--	D	0.128	No	0.771	--	C	0.028	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.806	--	D	No	**1.037**	--	**F**	**0.231**	**Yes [a]**	0.746	--	C	-0.060	No
27	**Lemon Avenue at**	AM	0.816	--	D	No	**0.999**	--	**E**	**0.183**	**Yes [a]**	0.726	--	C	-0.090	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.748	--	C	No	**1.087**	--	**F**	**0.339**	**Yes [a]**	0.864	--	D	0.116	No
28	**Brea Canyon Road at**	AM	0.635	--	B	No	0.782	--	C	0.147	No	0.682	--	B	0.047	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.635	--	B	No	**1.008**	--	**F**	**0.373**	**Yes [a]**	0.820	--	D	0.185	No
29	**Grand Avenue at**	AM	--	24.0	C	No	--	**146.6**	**F**	**122.6**	**Yes**	--	50.5	D	26.5	No
	SR-60 Eastbound Ramps (Caltrans)	PM	--	17.1	B	No	--	**57.8**	**E**	**40.7**	**Yes**	--	34.5	C	17.4	No
30	**Grand Avenue at**	AM	--	26.6	C	No	--	**66.9**	**E**	**40.3**	**Yes**	--	41.3	D	14.7	No
	SR-60 Westbound Ramps (Caltrans)	PM	--	23.6	C	No	--	**217.2**	**F**	**193.6**	**Yes**	--	47.5	D	23.9	No
31	**Grand Avenue at**	AM	0.658	--	B	No	**0.908**	--	**E**	**0.250**	**Yes [a]**	0.742	--	C	0.084	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.741	--	C	No	**1.138**	--	**F**	**0.397**	**Yes [a]**	0.891	--	D	0.150	No
32	*Shepherd Street at*	*AM*	--	*13.0*	*B*	*No*	--	*13.0*	*B*	*0.0*	*No*	--	--	--	--	--
	I-605 NB Ramp (Caltrans) [c]	*PM*	--	*10.3*	*B*	*No*	--	*10.3*	*B*	*0.0*	*No*	--	--	--	--	--
33	*San Gabriel River Parkway at*	*AM*	--	*13.0*	*B*	*No*	--	*13.0*	*B*	*0.0*	*No*	--	--	--	--	--
	I-605 SB Ramp (Caltrans) [c]	*PM*	--	*12.2*	*B*	*No*	--	*12.2*	*B*	*0.0*	*No*	--	--	--	--	--
34	*I-605 SB Ramp at*	*AM*	--	*13.8*	*B*	*No*	--	*13.9*	*B*	*0.1*	*No*	--	--	--	--	--
	Rose Hills Road (Caltrans) [c]	*PM*	--	*12.8*	*B*	*No*	--	*12.9*	*B*	*0.1*	*No*	--	--	--	--	--

TABLE 10 (Continued)
EXISTING (2010) + PROJECT INTERSECTION PEAK HOUR LEVELS OF SERVICE

#	Key Intersection	Time Period	(1) Existing (Year 2010)				Existing plus Project (Year 2010) (2) Without Additional Improvements					Existing plus Project (Year 2010) (3) With Additional Improvements				
			ICU	Delay	LOS	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (2) - (1)	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (3) - (1)	Residual Deficiency ?
35	*I-605 SB Ramp at*	*AM*	--	*1.3*	*A*	*No*	--	*3.2*	*A*	*1.9*	*No*	--	--	--	--	--
	Valley Boulevard (Caltrans) (RR/Valley Corridor) [c]	*PM*	--	*12.2*	*B*	*No*	--	*28.5*	*D*	*16.3*	No	--	--	--	--	--
36	7th Avenue at	AM	--	9.5	A	No	--	9.7	A	0.2	No	--	--	--	--	--
	SR-60 EB Ramp (Caltrans)	PM	--	8.4	A	No	--	8.7	A	0.3	No	--	--	--	--	--
37	7th Avenue at	AM	--	25.0	C	No	--	24.9	C	-0.1	No	--	--	--	--	--
	SR-60 WB Ramp (Caltrans)	PM	--	22.9	C	No	--	23.0	C	0.1	No	--	--	--	--	--
38	SR-60 WB Ramp at	AM	--	5.3	A	No	--	7.7	A	2.4	No	--	--	--	--	--
	Gale Avenue (Caltrans)	PM	--	15.9	B	No	--	16.2	B	0.3	No	--	--	--	--	--
39	***SR-60 EB Ramp at***	*AM*	--	***266.0***	***F***	***Yes***	--	***299.6***	***F***	***33.6***	***Yes [a]***	--	8.4	A	-257.6	No
	Three Palms Drive (Caltrans) [c]	*PM*	--	***5449.8***	***F***	***Yes***	--	***3998.0***	***F***	***-1451.8***	*No*	--	7.9	A	-5441.9	No
40	**Hacienda Boulevard at**	AM	--	12.8	B	No	--	14.9	B	2.1	No	--	17.9	B	5.1	No
	SR-60 WB Ramp (Caltrans)	PM	--	**67.3**	**E**	**Yes**	--	**65.8**	**E**	**-1.5**	**Yes [a]**	--	21.0	C	-46.3	No
41	Nogales Street at	AM	--	16.6	B	No	--	16.7	B	0.1	No	--	--	--	--	--
	SR-60 EB Ramp (Caltrans)	PM	--	16.3	B	No	--	16.2	B	-0.1	No	--	--	--	--	--
42	Nogales Street at	AM	--	20.3	C	No	--	20.6	C	0.3	No	--	--	--	--	--
	SR-60 WB Ramp (Caltrans)	PM	--	20.6	C	No	--	21.2	C	0.6	No	--	--	--	--	--
43	SR-60 EB Ramp at	AM	--	28.0	C	No	--	33.7	C	5.7	No	--	--	--	--	--
	Golden Springs Drive (Caltrans)	PM	--	25.2	C	No	--	26.5	C	1.3	No	--	--	--	--	--
44	Brea Canyon Road at	AM	--	22.9	C	No	--	23.8	C	0.9	No	--	--	--	--	--
	SR-60 WB Ramp (Caltrans)	PM	--	22.2	C	No	--	19.0	B	-3.2	No	--	--	--	--	--

Notes:
(Caltrans) = This is a freeway ramp intersection, and was analyzed using HCM Operations LOS Methodology per Caltrans traffic study guidelines.
(RR/Valley Corridor) = This intersection is located along the Valley Boulevard corridor that adjoins the existing railroad and at-grade railroad crossings.
(CMP) = This intersection is a Los Angeles County Congestion Management Program (CMP) monitoring station.

[a] Existing plus project conditions at this intersection may be adverse, but is considered an area-wide deficiency, not primarily caused by General Plan Buildout trips (i.e., GPB-generated trips correspond to only 28% or less of total existing plus project volumes at the intersection; Intersections 28 and 31 are 34% and 38%, respectively).
In addition, if the intersection is located within the influence of railroad and truck/heavy vehicle operations along the Valley Boulevard corridor, periods of congestion during peak commute periods would be expected.
[b] LOS "E" is considered acceptable per CMP level of service standards.
[c] This intersection is currently unsignalized, and was analyzed using the HCM Unsignalized Methodology. The LOS reported is based upon the average delay for the intersection.
Poor LOS under Existing (2010).
Poor LOS under Existing Plus Project.
Poor LOS under Existing Plus Project along RR/Valley Corridor.



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LINSCOTT LAW & GREENSPAN engineers

NO SCALE

KEY

= CITY OF INDUSTRY

= UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

(#) = STUDY IDENTIFICATION NUMBER

(#) = POOR LOS UNDER EXISTING (2010)

(#) = POOR LOS UNDER EXISTING (2010) + PROJECT

(#) = POOR LOS UNDER EXISTING (2010) + PROJECT ALONG RR/VALLEY CORRIDOR

FIGURE 22

EXISTING (2010) + PROJECT POOR LOS SUMMARY

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

TABLE 11

POST-YEAR 2035 INTERSECTION PEAK HOUR LEVELS OF SERVICE

							Year 2035 Volumes with Existing Geometry										Year 2035 Volumes with Programmed Improvements									
			(1) Existing (Year 2010)				(2) Without Additional Improvements					(3) With Additional Improvements					(4) Without Additional Improvements					(5) With Additional Improvements				
#	Key Intersection	Time Period	ICU	Delay	LOS	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (2) - (1)	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (3) - (1)	Residual Deficiency ?	ICU	Delay	LOS	ICU or Delay Change (4) - (1)	Deficient ?	ICU	Delay	LOS	ICU or Delay Change (5) - (1)	Residual Deficiency ?
1	Rose Hills Road at	AM	--	18.7	B	No	--	19.0	B	0.3	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	Shepherd Street (Caltrans)	PM	--	19.6	B	No	--	20.0	B	0.4	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
2	Peck Road at	AM	--	15.1	B	No	--	15.8	B	0.7	No	--	--	--	--	--	--	16.9	B	1.8	No	--	--	--	--	--
	Rooks Road (Caltrans)	PM	--	12.2	B	No	--	12.3	B	0.1	No	--	--	--	--	--	--	12.8	B	0.6	No	--	--	--	--	--
3	I-605 Northbound Ramps at	AM	--	26.7	C	No	--	34.7	C	8.0	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	Pellessier Place (Caltrans)	PM	--	26.9	C	No	--	30.3	C	3.4	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
4	Workman Mill Road at	AM	0.564	--	A	No	0.631	--	B	0.067	No	--	--	--	--	--	[a]	--	[a]	--	--	--	--	--	--	--
	Pellessier Place	PM	0.726	--	C	No	0.825	--	D	0.099	No	--	--	--	--	--	[a]	--	[a]	--	--	--	--	--	--	--
5	Crossroad Parkway S. at	AM	--	19.4	B	No	--	19.8	B	0.4	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	21.3	C	No	--	21.7	C	0.4	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
6	Crossroad Parkway S. at	AM	0.445	--	A	No	0.524	--	A	0.079	No	--	--	--	--	--	0.515	--	A	0.070	No	--	--	--	--	--
	Crossroad Parkway N.	PM	0.439	--	A	No	0.597	--	A	0.158	No	--	--	--	--	--	0.560	--	A	0.121	No	--	--	--	--	--
7	Durfee Avenue at	AM	--	36.3	D	No	--	41.1	D	4.8	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	Garvey Avenue (Caltrans)	PM	--	34.2	C	No	--	38.5	D	4.3	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
8	**I-605 Northbound Ramps/Temple Avenue at**	AM	**--**	**69.2**	**E**	**Yes**	**--**	**120.2**	**F**	**51.0**	**Yes [b]**	--	21.8	C	-47.4	No	**--**	**80.0**	**E**	**10.8**	**Yes [b]**	--	21.8	C	-47.4	No
	Valley Boulevard (Caltrans) (RR/Valley Corridor)	PM	--	39.3	D	No	**--**	**85.6**	**F**	**46.3**	**Yes [b]**	--	24.9	C	-14.4	No	**--**	**80.0**	**E**	**40.7**	**Yes [b]**	--	24.9	C	-14.4	No
9	Baldwin Park Boulevard at	AM	0.724	--	C	No	0.818	--	D	0.094	No	--	--	--	--	--	[a]	--	[a]	--	--	--	--	--	--	--
	Amar Road	PM	0.766	--	C	No	0.876	--	D	0.110	No	--	--	--	--	--	[a]	--	[a]	--	--	--	--	--	--	--
10	**Workman Mill Road at**	AM	**0.940**	**--**	**E**	**Yes**	**1.110**	**--**	**F**	**0.170**	**Yes [b]**	0.936	--	E	-0.004	No	[c]									
	Valley Boulevard (RR/Valley Corridor)	PM	**1.122**	**--**	**F**	**Yes**	**1.452**	**--**	**F**	**0.330**	**Yes [b]**	1.045	--	F	-0.077	No										
10a	3rd Avenue at	AM	[c]														0.794	--	C	--	No	--	--	--	--	--
	Valley Boulevard (RR/Valley Corridor)	PM															0.837	--	D	--	No	--	--	--	--	--
10b	Workman Mill Road at	AM	[c]														0.885	--	D	--	No	--	--	--	--	--
	3rd Avenue (RR/Valley Corridor)	PM															0.804	--	D	--	No	--	--	--	--	--
11	**7th Avenue/Sunset Avenue at**	AM	0.696	--	B	No	0.841	--	D	0.145	No	0.720	--	C	0.024	No	0.741	--	C	0.045	No	0.720	--	C	0.024	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.854	--	D	No	**1.158**	**--**	**F**	**0.304**	**Yes [b]**	0.877	--	D	0.023	No	**1.058**	**--**	**F**	**0.204**	**Yes [b]**	0.877	--	D	0.023	No
12	**Hacienda Boulevard at**	AM	0.888	--	D	No	**1.074**	**--**	**F**	**0.186**	**Yes [b]**	0.880	--	D	-0.008	No	**0.974**	**--**	**E**	**0.086**	**Yes [b]**	0.880	--	D	-0.008	No
	Valley Boulevard (RR/Valley Corridor)	PM	**0.972**	**--**	**E**	**Yes**	**1.256**	**--**	**F**	**0.284**	**Yes [b]**	0.907	--	E	-0.065	No	**1.156**	**--**	**F**	**0.184**	**Yes [b]**	0.907	--	E	-0.065	No
13	Valley Boulevard at	AM	0.512	--	A	No	0.647	--	B	0.135	No	--	--	--	--	--	0.548	--	A	0.036	No	--	--	--	--	--
	Old Valley Boulevard (RR/Valley Corridor)	PM	0.618	--	B	No	0.777	--	C	0.159	No	--	--	--	--	--	0.678	--	B	0.060	No	--	--	--	--	--
14	**Azusa Avenue at**	AM	0.796	--	C	No	0.943	--	E	0.147	No	0.812	--	D	0.016	No	0.830	--	D	0.034	No	0.812	--	D	0.016	No
	Colima Road (CMP) [d]	PM	0.926	--	E	No	**1.285**	**--**	**F**	**0.359**	**Yes [b]**	0.971	--	E	0.045	No	**1.285**	**--**	**F**	**0.359**	**Yes [b]**	0.972	--	E	0.046	No
15	Azusa Avenue at	AM	--	16.1	B	No	--	17.0	B	0.9	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	14.1	B	No	--	15.8	B	1.7	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
16	Azusa Avenue at	AM	--	13.7	B	No	--	14.5	B	0.8	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 Westbound Ramps(Caltrans)	PM	--	15.9	B	No	--	17.0	B	1.1	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
17	**Azusa Avenue at**	AM	0.715	--	C	No	0.860	--	D	0.145	No	0.792	--	C	0.077	No	0.764	--	C	0.049	No	0.697	--	B	-0.018	No
	Hurley Street	PM	0.823	--	D	No	**0.927**	**--**	**E**	**0.104**	**Yes [b]**	0.885	--	D	0.062	No	**0.928**	**--**	**E**	**0.105**	**Yes [b]**	0.886	--	D	0.063	No
18	**Azusa Avenue at**	AM	**0.990**	**--**	**E**	**Yes**	**1.142**	**--**	**F**	**0.152**	**Yes [b]**	0.943	--	E	-0.047	No	0.943	--	E	-0.047	No	--	--	--	--	--
	Temple Avenue	PM	0.748	--	C	No	0.873	--	D	0.125	No	0.856	--	D	0.108	No	0.856	--	D	0.108	No	--	--	--	--	--
19	Hurley Avenue at	AM	0.646	--	B	No	0.806	--	D	0.160	No	--	--	--	--	--	0.706	--	C	0.060	No	--	--	--	--	--
	Valley Boulevard (RR/Valley Corridor)	PM	0.535	--	A	No	0.780	--	C	0.245	No	--	--	--	--	--	0.680	--	B	0.145	No	--	--	--	--	--
20	Fullerton Road at	AM	--	19.0	B	No	--	21.7	C	2.7	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	21.6	C	No	--	27.2	C	5.6	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
21	Fullerton Road at	AM	--	14.6	B	No	--	16.2	B	1.6	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 Westbound Ramps (Caltrans)	PM	--	13.8	B	No	--	16.0	B	2.2	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
22	**Fullerton Road at**	AM	0.820	--	D	No	**1.079**	**--**	**F**	**0.259**	**Yes [b]**	0.761	--	C	-0.059	No	**0.979**	**--**	**E**	**0.159**	**Yes [b]**	0.761	--	C	-0.059	No
	Valley Boulevard (RR/Valley Corridor)	PM	**0.905**	**--**	**E**	**Yes**	**1.256**	**--**	**F**	**0.351**	**Yes [b]**	0.885	--	D	-0.020	No	**1.041**	**--**	**F**	**0.136**	**Yes [b]**	0.885	--	D	-0.020	No
23	Nogales Street at	AM	0.677	--	B	No	0.874	--	D	0.197	No	--	--	--	--	--	0.576	--	A	-0.101	No	--	--	--	--	--
	Valley Boulevard (RR/Valley Corridor)	PM	0.555	--	A	No	0.815	--	D	0.260	No	--	--	--	--	--	0.545	--	A	-0.010	No	--	--	--	--	--
24	Fairway Drive at	AM	--	17.8	B	No	--	19.0	B	1.2	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	13.5	B	No	--	15.0	B	1.5	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--

TABLE 11 (Continued)

POST-YEAR 2035 INTERSECTION PEAK HOUR LEVELS OF SERVICE

#	Key Intersection	Time Period	(1) Existing (Year 2010) ICU	Delay	LOS	Deficient ?	Year 2035 Volumes with Existing Geometry: (2) Without Additional Improvements ICU	Delay	LOS	ICU or Delay Change (2) - (1)	Deficient ?	(3) With Additional Improvements ICU	Delay	LOS	ICU or Delay Change (3) - (1)	Residual Deficiency ?	Year 2035 Volumes with Programmed Improvements: (4) Without Additional Improvements ICU	Delay	LOS	ICU or Delay Change (4) - (1)	Deficient ?	(5) With Additional Improvements ICU	Delay	LOS	ICU or Delay Change (5) - (1)	Residual Deficiency ?
25	Fairway Drive at	AM	--	23.4	C	No	--	25.1	C	1.7	No	--	--	--	--	--	--	25.0	C	1.6	No	--	--	--	--	--
	SR-60 Westbound Ramps (Caltrans)	PM	--	25.4	C	No	--	31.1	C	5.7	No	--	--	--	--	--	--	27.2	C	1.8	No	--	--	--	--	--
26	**Fairway Drive at**	AM	0.743	--	C	No	**0.952**	--	**E**	**0.209**	**Yes [b]**	0.852	--	D	0.109	No	0.662	--	B	-0.081	No	--	--	--	--	--
	Valley Boulevard (RR/Valley Corridor)	PM	0.806	--	D	No	**1.126**	--	**F**	**0.320**	**Yes [b]**	0.820	--	D	0.014	No	0.821	--	D	0.015	No	--	--	--	--	--
27	**Lemon Avenue at**	AM	0.816	--	D	No	**1.083**	--	**F**	**0.267**	**Yes [b]**	0.771	--	C	-0.045	No	0.814	--	D	-0.002	No	0.792	--	C	-0.024	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.748	--	C	No	**1.168**	--	**F**	**0.420**	**Yes [b]**	0.888	--	D	0.140	No	**0.963**	--	**E**	**0.215**	**Yes [b]**	0.871	--	D	0.123	No
28	**Brea Canyon Road at**	AM	0.635	--	B	No	0.849	--	D	0.214	No	0.749	--	C	0.114	No	0.619	--	B	-0.016	No	--	--	--	--	--
	Valley Boulevard (RR/Valley Corridor)	PM	0.635	--	B	No	**1.075**	--	**F**	**0.440**	**Yes [b]**	0.882	--	D	0.247	No	0.900	--	D	0.265	No	--	--	--	--	--
29	**Grand Avenue at**	AM	--	24.0	C	No	--	**173.7**	**F**	**149.7**	**Yes**	--	36.6	D	12.6	No	--	15.0	B	-9.0	No	--	--	--	--	--
	SR-60 Eastbound Ramps (Caltrans)	PM	--	17.1	B	No	--	**72.8**	**E**	**55.7**	**Yes**	--	26.7	C	9.6	No	--	9.0	A	-8.1	No	--	--	--	--	--
30	**Grand Avenue at**	AM	--	26.6	C	No	--	**83.0**	**F**	**56.4**	**Yes**	--	51.5	D	24.9	No	--	24.1	C	-2.5	No	--	--	--	--	--
	SR-60 Westbound Ramps (Caltrans)	PM	--	23.6	C	No	--	**242.0**	**F**	**218.4**	**Yes**	--	53.1	D	29.5	No	--	50.3	D	26.7	No	--	--	--	--	--
31	**Grand Avenue at**	AM	0.658	--	B	No	**0.978**	--	**E**	**0.320**	**Yes [b]**	0.721	--	C	0.063	No	0.683	--	B	0.025	No	0.683	--	B	0.025	No
	Valley Boulevard (RR/Valley Corridor)	PM	0.741	--	C	No	**1.219**	--	**F**	**0.478**	**Yes [b]**	0.886	--	D	0.145	No	**0.972**	--	**E**	**0.231**	**Yes [b]**	0.883	--	D	0.142	No
32	*Shepherd Street at*	*AM*	--	*13.0*	*B*	*No*	--	*14.7*	*B*	*1.7*	*No*	--	--	--	--	--	--	*[a]*	*[a]*	--	--	--	--	--	--	--
	I-605 NB Ramp (Caltrans) [e]	*PM*	--	*10.3*	*B*	*No*	--	*10.9*	*B*	*0.6*	*No*	--	--	--	--	--	--	*[a]*	*[a]*	--	--	--	--	--	--	--
33	*San Gabriel River Parkway at*	*AM*	--	*13.0*	*B*	*No*	--	*14.4*	*B*	*1.4*	*No*	--	--	--	--	--	--	*[a]*	*[a]*	--	--	--	--	--	--	--
	I-605 SB Ramp (Caltrans) [e]	*PM*	--	*12.2*	*B*	*No*	--	*13.2*	*B*	*1.0*	*No*	--	--	--	--	--	--	*[a]*	*[a]*	--	--	--	--	--	--	--
34	*I-605 SB Ramp at*	*AM*	--	*13.8*	*B*	*No*	--	*16.2*	*C*	*2.4*	*No*	--	--	--	--	--	--	*[a]*	*[a]*	--	--	--	--	--	--	--
	Rose Hills Road (Caltrans) [e]	*PM*	--	*12.8*	*B*	*No*	--	*14.6*	*B*	*1.8*	*No*	--	--	--	--	--	--	*[a]*	*[a]*	--	--	--	--	--	--	--
35	***I-605 SB Ramp at***	*AM*	--	*1.3*	*A*	*No*	--	*6.6*	*A*	*5.3*	*No*	--	*2.9*	*A*	*1.6*	*No*	--	*2.9*	*A*	*1.6*	*No*	--	--	--	--	--
	Valley Boulevard (Caltrans) (RR/Valley Corridor) [e]	*PM*	--	*12.2*	*B*	*No*	--	***55.7***	***E***	***43.5***	**Yes [b]**	--	*31.6*	*D*	*19.4*	*No*	--	*31.6*	*D*	*19.4*	*No*	--	--	--	--	--
36	7th Avenue at	AM	--	9.5	A	No	--	10.4	B	0.9	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 EB Ramp (Caltrans)	PM	--	8.4	A	No	--	9.0	A	0.6	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
37	7th Avenue at	AM	--	25.0	C	No	--	26.3	C	1.3	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 WB Ramp (Caltrans)	PM	--	22.9	C	No	--	24.2	C	1.3	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
38	SR-60 WB Ramp at	AM	--	5.3	A	No	--	7.6	A	2.3	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	Gale Avenue (Caltrans)	PM	--	15.9	B	No	--	16.6	B	0.7	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
39	***SR-60 EB Ramp at***	*AM*	--	***266.0***	***F***	***Yes***	--	***604.0***	***F***	***338.0***	***Yes [b]***	--	8.4	A	-257.6	No	--	*[a]*	*[a]*	--	--	--	[a]	[a]	--	--
	Three Palms Drive (Caltrans) [e]	*PM*	--	***5449.8***	***F***	***Yes***	--	***OVRFL***	***F***	--	***Yes [b]***	--	8.4	A	--	No	--	*[a]*	*[a]*	--	--	--	[a]	[a]	--	--
40	**Hacienda Boulevard at**	AM	--	12.8	B	No	--	16.7	B	3.9	No	--	19.8	B	7.0	No	--	[a]	[a]	--	--	--	[a]	[a]	--	--
	SR-60 WB Ramp (Caltrans)	PM	--	**67.3**	**E**	**Yes**	--	**94.7**	**F**	**27.4**	**Yes [b]**	--	28.4	C	-38.9	No	--	[a]	[a]	--	--	--	[a]	[a]	--	--
41	Nogales Street at	AM	--	16.6	B	No	--	17.3	B	0.7	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 EB Ramp (Caltrans)	PM	--	16.3	B	No	--	17.3	B	1.0	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
42	Nogales Street at	AM	--	20.3	C	No	--	22.3	C	2.0	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 WB Ramp (Caltrans)	PM	--	20.6	C	No	--	23.5	C	2.9	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
43	SR-60 EB Ramp at	AM	--	28.0	C	No	--	42.5	D	14.5	No	--	--	--	--	--	Existing Intersection to be Removed									
	Golden Springs Drive (Caltrans)	PM	--	25.2	C	No	--	29.5	C	4.3	No	--	--	--	--	--										
44	Brea Canyon Road at	AM	--	22.9	C	No	--	24.7	C	1.8	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
	SR-60 WB Ramp (Caltrans)	PM	--	22.2	C	No	--	20.3	C	-1.9	No	--	--	--	--	--	--	[a]	[a]	--	--	--	--	--	--	--
45	Lemon Avenue at	AM	Future Intersection														--	3.1	A	--	No	--	--	--	--	--
	SR-60 WB On-Ramp (Caltrans)	PM															--	4.7	A	--	No	--	--	--	--	--
46	Lemon Avenue at	AM	Future Intersection														--	44.0	D	--	No	--	--	--	--	--
	SR-60 EB Ramps (Caltrans)	PM															--	20.8	C	--	No	--	--	--	--	--

Notes:

(Caltrans) = This is a freeway ramp intersection, and was analyzed using HCM Operations LOS Methodology per Caltrans traffic study guidelines.

(RR/Valley Corridor) = This intersection is located along the Valley Boulevard corridor that adjoins the existing railroad and at-grade railroad crossings.

(CMP) = This intersection is a Los Angeles County Congestion Management Program (CMP) monitoring station.

Poor LOS under Existing (2010).

Poor LOS under Year 2035 General Plan Buildout.

Poor LOS under Year 2035 General Plan Buildout along RR/Valley Corridor.

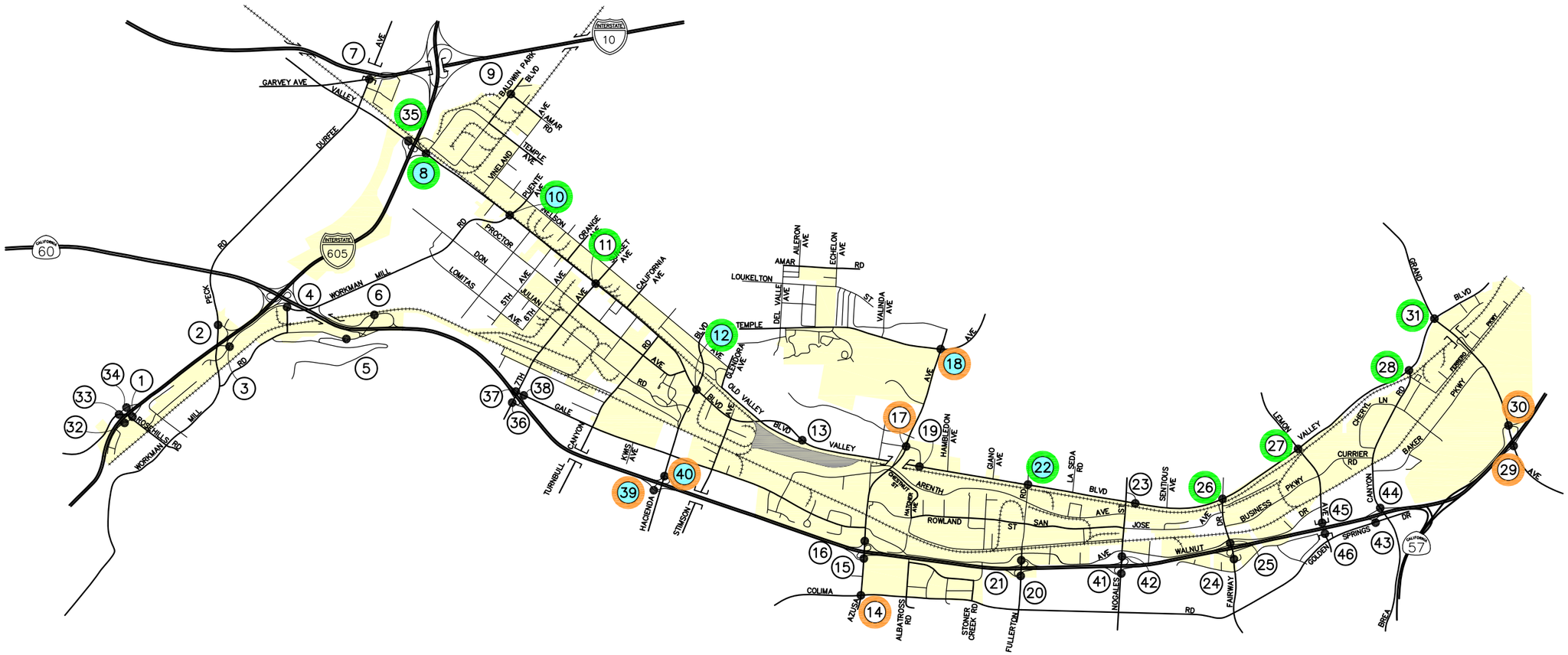
[a] No programmed improvements are planned for this intersection. ICU/Delay values and corresponding LOS are the same as in Year 2035 Volumes with Existing Geometry.

[b] Year 2035 conditions at this intersection may be adverse, but is considered an area-wide deficiency, not primarily caused by General Plan Buildout trips (i.e., GPB-generated trips correspond to only 25% or less of total Year 2035 volumes at the intersection; Intersections 28 and 31 are 33% and 35%, respectively). In addition, if the intersection is located within the influence of railroad and truck/heavy vehicle operations along the Valley Boulevard corridor, periods of congestion during peak commute periods would be expected.

[c] This intersection is planned to be grade separated by Year 2035, resulting in two future intersections (Intersections 10a and 10b).

[d] LOS "E" is considered acceptable per CMP level of service standards.

[e] This intersection is currently unsignalized, and was analyzed using the HCM Unsignalized Methodology. The LOS reported is based upon the average delay for the intersection.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

- = CITY OF INDUSTRY
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- (#) = STUDY IDENTIFICATION NUMBER
- (#) = POOR LOS UNDER EXISTING (2010)
- (#) = POOR LOS UNDER YEAR 2035 GENERAL PLAN BUILDOUT
- (#) = POOR LOS UNDER YEAR 2035 GENERAL PLAN BUILDOUT ALONG RR/VALLEY CORRIDOR

FIGURE 23

POST–YEAR 2035 GENERAL PLAN BUILDOUT WITH EXISTING GEOMETRY POOR LOS SUMMARY

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

To account for the planned implementation of a traffic signal coordination program along the Valley Boulevard corridor, a 0.10 reduction in ICU and 25-second reduction in delay were applied in the level of service calculations. These reductions are based on Los Angeles County guidelines.

Table 11 indicates that 38 of the 46 key intersections are projected to operate at LOS D or better (LOS E or better at CMP intersections) during the weekday AM and PM peak hours, and 8 intersections are expected to operate at deficient levels of service (LOS E or F) during the peak hour noted in *Table 11*.

Figure 24 illustrates the 8 deficient locations under Post-Year 2035 conditions presuming the completion of programmed transportation improvements. Of the 8 key intersections expected to operate at poor levels of service, 5 intersections are already deficient under existing (Year 2010) conditions. It is also worth noting that 6 deficient intersections are located along the railroad/Valley Boulevard corridor (highlighted in green on *Figure 24* and *Table 11*). The poor levels of service at another 4 intersections (not located along the railroad/Valley Boulevard corridor; highlighted in orange on *Figure 24* and *Table 11*) may be adverse in Post-Year 2035, but the area-wide deficiency is not considered to be primarily due to the project since General Plan Buildout-generated trips comprise only 25% or less of the total intersection peak hour trips (as summarized previously on *Table 9*).

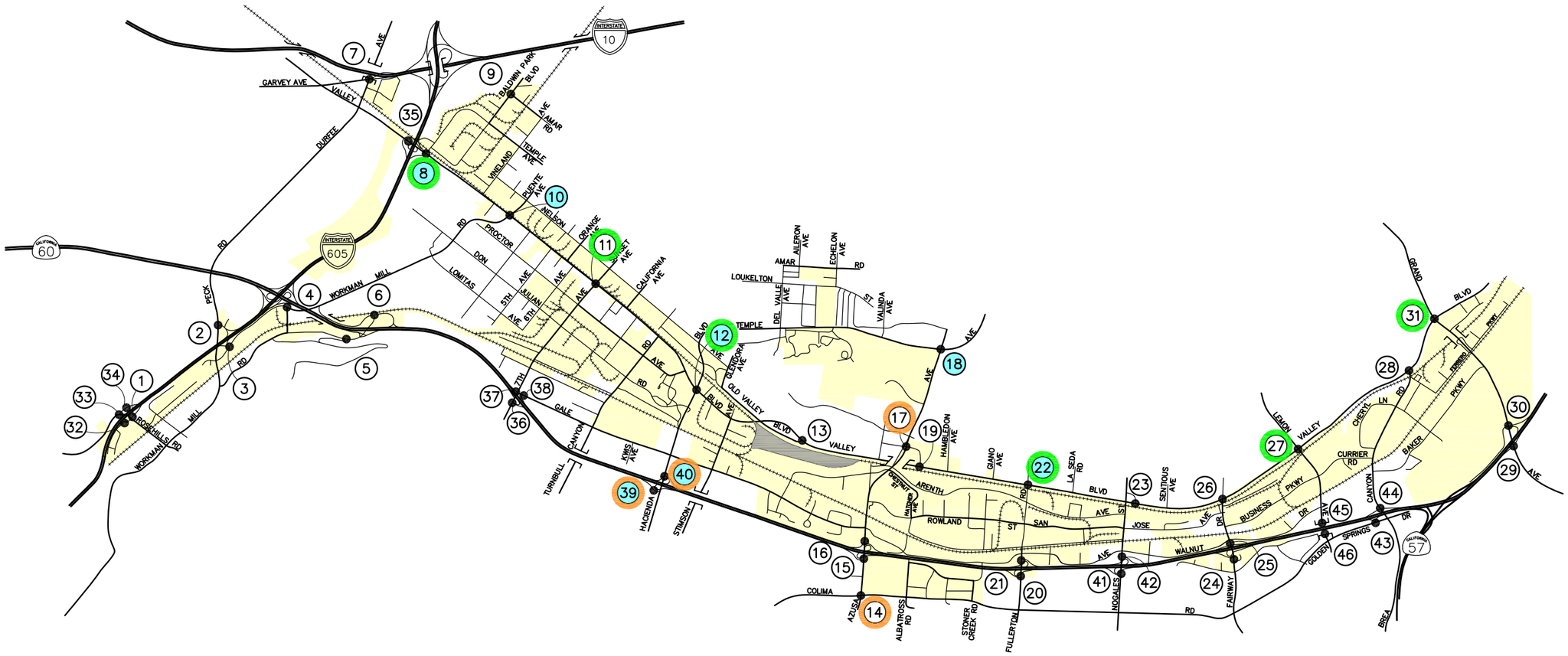
6.5 Railroad/Valley Boulevard Corridor

As discussed above, the majority of deficient intersections under Post-Year 2035 conditions are located along the railroad/Valley Boulevard Corridor. Although poor levels of service are expected at these locations, for the most part, the area-wide deficiencies result from rail operations at adjoining or nearby at-grade railroad crossings along Valley Boulevard, in addition to cumulative traffic growth to/from other jurisdictions (i.e., the area-wide deficiency may be adverse, but is not considered to be primarily due to the project since General Plan Buildout-generated trips comprise only 25% or less of the total intersection peak hour trips, as shown on *Table 9*).

Valley Boulevard is a regionally-significant arterial, spanning the entire length of the City. It is therefore reasonable to see that, under existing (Year 2010) and future (Post-Year 2035) conditions, Valley Boulevard is the most heavily-used corridor by trucks, serving approximately 80% of truck volumes travelling in the east-west direction. The significant presence of heavy vehicles in the Valley Boulevard corridor would affect traffic operations at arterial intersections and segments.

The constrained operations along the Valley Boulevard truck routes are exacerbated by rail operations on the UPRR Alhambra Subdivision alignment paralleling Valley Boulevard.

According to the ACE Study (dated August 5, 2010), a total of 117 freight trains is projected for the Alhambra and Los Angeles Subdivisions combined in both directions on a peak day by Year 2025. From the SCRRA's "Strategic Assessment", dated January 26, 2007, there is a forecast that future growth could warrant 46 passenger train trips per weekday between Riverside and Los Angeles, 36 of which could be routed over UPRR's Los Angeles subdivision.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

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- (#) = STUDY IDENTIFICATION NUMBER
- (#) = POOR LOS UNDER EXISTING (2010)
- (#) = POOR LOS UNDER YEAR 2035 GENERAL PLAN BUILDOUT
- (#) = POOR LOS UNDER YEAR 2035 GENERAL PLAN BUILDOUT ALONG RR/VALLEY CORRIDOR

FIGURE 24

POST–YEAR 2035 GENERAL PLAN BUILDOUT WITH PROGRAMMED IMPROVEMENTS POOR LOS SUMMARY

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

The PHIMF Study (dated June 19, 2007) indicated that the UP Los Angeles Subdivision currently serves 49 freight and passenger trains per day. By Year 2013, it is expected to carry 61 freight and passenger trains per day.

The Inland Empire Railroad Main Line Study (dated June 30, 2005) reported that peak-day counts of 57 trains per peak day on BNSF (Burlington Northern Santa Fe) and 55 trains per peak-day on UP (Union Pacific) Lines in year 2000 are assumed. International intermodal traffic is assumed to undergo a 77.3% growth between year 2010 and 2025. Domestic intermodal traffic is assumed to undergo a 25% growth between year 2010 and 2025. Unit oil, white bulk, and coal movements, and all other carload traffic, are assumed to undergo a 16.1% growth between year 2010 and 2025.

Train crossings during the peak commute periods cause vehicle queuing and traffic delay at key intersections along the railroad/Valley Boulevard corridor. To address rail crossing-related deficiencies, the ACE project implements grade crossing improvements, including median improvements, roadway widening, restriping, rail signal improvements, traffic signal improvements, and new sidewalks.

Although beyond the scope of this study, the detailed evaluation of UPRR grade crossings in the City, rail crossing impacts, and mitigation has been conducted as part of ACE-commissioned studies. The planned future grade separations of railroad crossings at Fullerton Road, Fairway Drive, and Lemon Avenue would improve the nearby intersections along Valley Boulevard, and could potentially mitigate the future deficiencies expected at those three key intersections (Intersections 22, 26, and 27).

The benefit of ACE-related programmed improvements can also be seen from the Workman Mill Road/Valley Boulevard intersection (Intersection 10), which is projected to be deficient (LOS F) without the planned grade separation (remains as an at-grade intersection), and is expected to operate at acceptable LOS D or better as two separate intersections after being grade-separated.

6.6 Intersection Mitigation Measures

In order to address area-wide deficiencies during the weekday AM and PM peak commute hours, additional physical improvements (going beyond programmed improvements) were identified. *Tables 10* and *11* indicate that deficiencies during the typical peak commute hours are addressed by the implementation of the additional improvements, and all intersections would be restored to an acceptable level of service per City, Caltrans, and CMP criteria.

The recommended lane geometries and installation of new traffic signals (where applicable) at the impacted intersections under Existing (2010) + Project conditions are illustrated on lane configuration diagrams on ***Figures 25A*** through ***25C***. Additional improvements needed to address impacts under Post-Year 2035 conditions are illustrated on *Figures 13A* through *13B*.

Traffic signal warrant analysis was conducted. ***Table 12*** presents the results, and worksheets are included in ***Appendix D***.

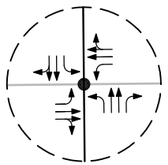
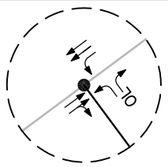
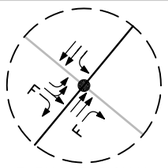
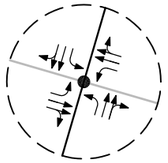
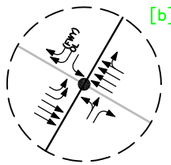
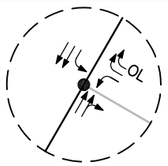
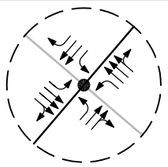
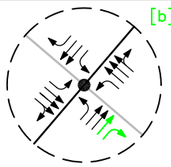
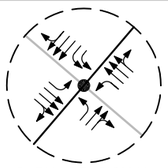
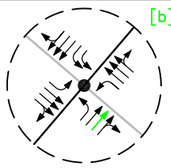
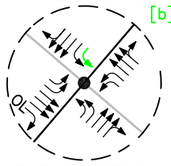
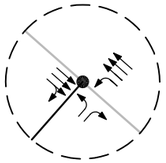
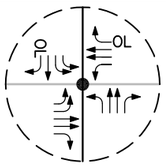
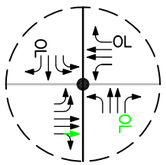
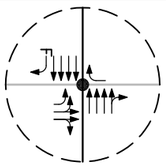
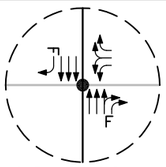
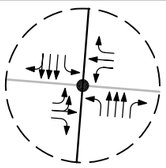
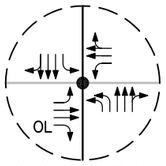
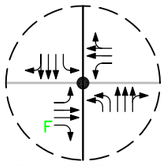
INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING
1 SHEPHERD ST @ ROSE HILLS RD	3 PHASE SIGNAL	N/A
2 PECK RD @ ROOKS RD	 2 PHASE SIGNAL	N/A
3 PELLISSIER PL @ I–605 NB RAMPS	6 PHASE SIGNAL	N/A
4 WORKMAN MILL RD @ PELLISSIER PL	 3 PHASE SIGNAL	N/A
5 CROSSROAD PKWY S @ SR–60 EB RAMPS	 3 PHASE SIGNAL	N/A
6 CROSSROAD PKWY S @ CROSSROAD PKWY N	2 PHASE SIGNAL	N/A
7 DURFEE AVE @ GARVEY AVE	 8 PHASE SIGNAL	N/A
8 I–605 NB RAMPS/ TEMPLE AVE @ VALLEY BLVD	6 PHASE SIGNAL	 [b] 6 PHASE SIGNAL
9 BALDWIN PARK AVE @ AMAR RD	 3 PHASE SIGNAL	N/A
10 WORKMAN MILL RD @ VALLEY BLVD	 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL
11 7TH AVE/ SUNSET AVE @ VALLEY BLVD	 8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL
12 HACIENDA BLVD @ VALLEY BLVD	8 PHASE SIGNAL	 [b] 8 PHASE SIGNAL
13 VALLEY BLVD @ OLD VALLEY BLVD	 3 PHASE SIGNAL	N/A
14 AZUSA AVE @ COLIMA RD	 8 PHASE SIGNAL	 8 PHASE SIGNAL
15 AZUSA AVE @ SR–60 EB RAMPS	 2 PHASE SIGNAL	N/A
16 AZUSA AVE @ SR–60 WB RAMPS	 2 PHASE SIGNAL	N/A
17 AZUSA AVE @ HURLEY ST	 6 PHASE SIGNAL	N/A
18 AZUSA AVE @ TEMPLE AVE	 8 PHASE SIGNAL	 8 PHASE SIGNAL

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FIGURE 25A

EXISTING (2010) + PROJECT INTERSECTION LANE GEOMETRY (INTERSECTIONS 1–18)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

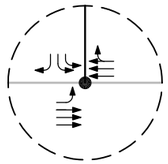
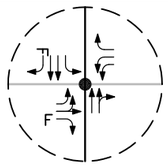
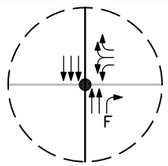
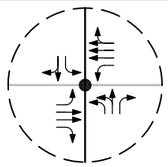
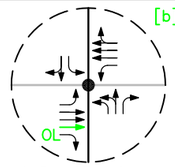
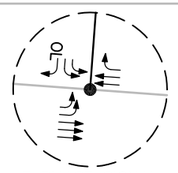
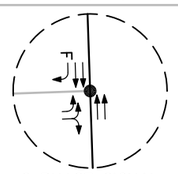
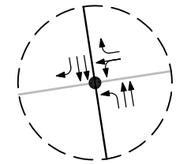
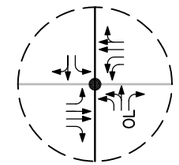
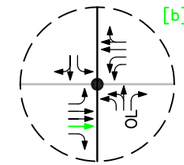
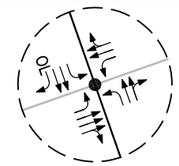
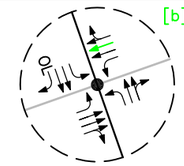
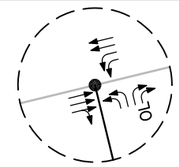
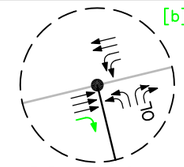
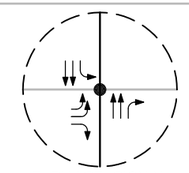
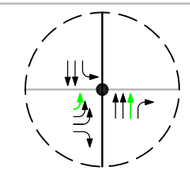
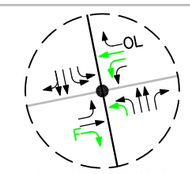
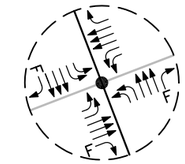
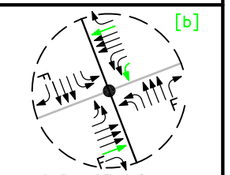
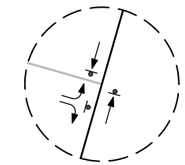
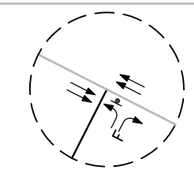
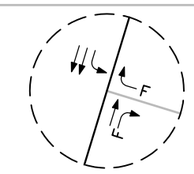
INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING
19 HURLEY ST @ VALLEY BLVD	 2 PHASE SIGNAL	N/A
20 FULLERTON ROAD @ SR-60 EB RAMPS	 4 PHASE SIGNAL	N/A
21 FULLERTON RD @ SR-60 WB RAMPS	 2 PHASE SIGNAL	N/A
22 FULLERTON RD @ VALLEY BLVD	 6 PHASE SIGNAL	[b]  6 PHASE SIGNAL
23 NOGALES ST @ VALLEY BLVD	 3 PHASE SIGNAL	N/A
24 FAIRWAY DR @ SR-60 EB RAMPS	 2 PHASE SIGNAL	N/A
25 FAIRWAY DR @ SR-60 WB RAMPS	 3 PHASE SIGNAL	N/A
26 FAIRWAY DR @ VALLEY BLVD	 6 PHASE SIGNAL	[b]  6 PHASE SIGNAL
27 LEMON AVE @ VALLEY BLVD	 5 PHASE SIGNAL	[b]  5 PHASE SIGNAL
28 BREA CANYON RD @ VALLEY BLVD	 3 PHASE SIGNAL	[b]  3 PHASE SIGNAL
29 GRAND AVE @ SR-60 EB RAMPS	 3 PHASE SIGNAL	 3 PHASE SIGNAL
30 GRAND AVE @ SR-60 WB RAMPS	6 PHASE SIGNAL	 6 PHASE SIGNAL
31 GRAND AVE @ VALLEY BLVD	 8 PHASE SIGNAL	[b]  8 PHASE SIGNAL
32 SHEPHERD ST @ I-605 NB OFF-RAMP	 3-WAY STOP	N/A
33 SAN GABRIEL RIVER PKWY @ I-605 SB ON-RAMP	1-WAY STOP	N/A
34 I-605 SB RAMP @ ROSE HILLS RD	ALL-WAY STOP	N/A
35 I-605 SB OFF-RAMP @ VALLEY BLVD	 1-WAY STOP	N/A
36 7TH AVE @ SR-60 EB RAMP		N/A

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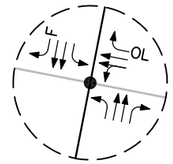
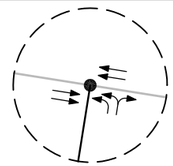
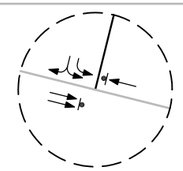
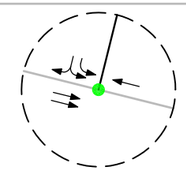
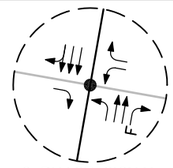
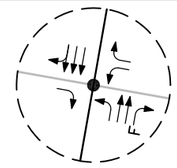
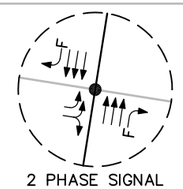
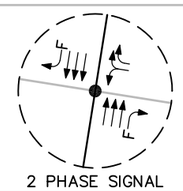
FIGURE 25B

EXISTING (2010) + PROJECT INTERSECTION LANE GEOMETRY (INTERSECTIONS 19-36)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING
37 7TH AVE @ SR-60 WB ON-RAMP	 3 PHASE SIGNAL	N/A
38 SR-60 WB OFF-RAMP @ GALE AVE	 2 PHASE SIGNAL	N/A
39 SR-60 EB OFF-RAMP @ THREE PALMS DR	 2-WAY STOP	 2 PHASE SIGNAL
40 HACIENDA BLVD @ SR-60 WB OFF-RAMP	 2 PHASE SIGNAL	 3 PHASE SIGNAL
41 NOGALES ST @ SR-60 WB RAMPS	 2 PHASE SIGNAL	N/A
42 NOGALES ST @ SR-60 WB RAMPS	 2 PHASE SIGNAL	N/A

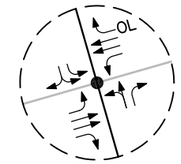
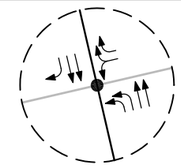
INTERSECTION	EXISTING	ADDITIONAL IMPROVEMENTS TO EXISTING
43 SR-60 EB RAMPS @ GOLDEN SPRINGS DR	 6 PHASE SIGNAL	N/A
44 BREA CANYON RD @ SR-60 WB RAMPS	 3 PHASE SIGNAL	N/A

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FIGURE 25C

EXISTING (2010) + PROJECT INTERSECTION LANE GEOMETRY (INTERSECTIONS 37–44)

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

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TABLE 12
TRAFFIC SIGNAL WARRANT ANALYSIS

#	Key Intersection	Time Period	Existing (Year 2010)		Year 2010 Existing plus Project		Year 2035 Volumes with Existing Geometry		Year 2035 Volumes With Programmed Improvements	
			Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?	Part A of Warrant 3 Satisfied?	Part B of Warrant 3 Satisfied?
32	Shepherd Street at	AM	--	No	--	No	--	No	--	No
	I-605 NB Ramp (Caltrans)	PM	--	No	--	No	--	No	--	No
33	San Gabriel River Parkway at	AM	No	No	No	No	No	No	No	No
	I-605 SB Ramp (Caltrans)	PM	No	No	No	No	No	No	No	No
34	I-605 SB Ramp at	AM	--	No	--	No	--	No	--	No
	Rose Hills Road (Caltrans)	PM	--	No	--	No	--	No	--	No
35	I-605 SB Ramp at	AM	No	No	No	No	No	No	No	No
	Valley Boulevard (Caltrans)	PM	No	No	No	No	No	No	No	No
39	**SR-60 EB Ramp at**	AM	**Yes**	No	**Yes**	No	**Yes**	No	**Yes**	No
	Three Palms Drive	PM	No	No	No	No	No	No	No	No

Notes:
Signal warrant analysis based on Warrant 3, Part A - Peak-Hour Delay Warrant and Part B - Peak-Hour Volume Warrant contained in California MUTCD.
Warrant met under Existing (2010).
Warrant met under Existing Plus Project or Year 2035 General Plan Buildout.

Implementation of additional improvements would address future deficiencies and achieve satisfactory levels based on the thresholds of significance and performance standards per the City of Industry. As the General Plan is implemented, and new development occurs over time, the City will need to undertake targeted physical improvements to maintain desired levels of service. It will be necessary to develop a prioritization and phasing program for new and improved roadway facilities. In particular, Valley Boulevard should be monitored and operational improvements incorporated as appropriate to maintain mobility along this corridor.

The timing of necessary improvements is difficult to predict for the City's buildout that may take 25 years or more to fully materialize. Most cities with a formalized Trip Fee Program identify the timing for constructing programmed improvements based on the following:

1. **Looking to the Past:** The city implements an improvement based on "known" or past deficiencies, which may have been identified based on prior General Plan studies, accident history, and previously completed traffic studies.

2. **Looking to the Present:** The city requires the preparation of a traffic study for each development project that is inconsistent with its General Plan Land Use Element and/or add 50 peak hour trips to one intersection. The projects that are subject to the requirement includes proposed developments with 100 or more residential dwelling units, 25,000 SF or more of office, 1,000 SF or more of retail, or 100,000 SF or more of industrial. The traffic study would be the basis for identifying potential traffic impacts/deficiencies that could then trigger the implementation of intersection or roadway improvements specified in the General Plan. Therefore, the mitigation measures are appropriately phased to respond to anticipated significant impacts as they arise.

3. **Looking to the Future:** The city employs an incremental approach by conducting a phased analysis of significant traffic impacts in the future. For example, detailed level of service and impact analyses could be conducted for a series of horizon years, such as in 5-year increments. The anticipated growth is distributed proportionately to each phase of the study. The mitigation measures are then targeted for implementation according to which future year the deficiencies are projected to occur in and warrant the improvement. In other words, mitigation measures are staged to reduce impacts at the time they are anticipated to become significant impacts. Establishing a mitigation monitoring program that would be conducted in timely increments could supplement and validate the results of the phased analyses.

4. **Specific Development Project Triggers:** There are also cases wherein a specific development project would drive the construction of an improvement, whether it be a project-specific mitigation measure or a city's programmed/background improvement.

5. **Combination of the Above Triggers:** It may be that an improvement is put on the fast track for completion based on any combination of the above factors, and because of available funding, and/or it may be very desirable to the city based on social and economic factors that go beyond traffic operational benefits.

The intersection improvements are ultimately subject to the review, approval, rejection, modification, and implementation of the City of Industry and any other respective jurisdiction (if applicable, to maintain design consistency across jurisdictional boundaries). While the City has complete authority to determine the desirability and ultimate fate of its transportation system and road network, the mitigation measures identified in this study are feasible, but implementation may impact adjoining land use, require costly right-of-way acquisition, compromise accessibility to fronting land use, result in conflicts between different modes of travel, require bridge widening or the removal of on-street parking and bus stops, etc. The City may find the proposed mitigation undesirable, and choose not to implement them and/or implement alternate mitigation measures. It should be recognized that further environmental review may be required on a project-specific basis.

6.7 Freeway Mainline Peak Hour Level of Service Analysis

Existing (2010) + Project and Post-Year 2035 General Plan Buildout peak hour traffic volumes were analyzed to determine the level of service for each of the CMP freeway mainline monitoring stations that met the analysis criteria set forth in the CMP. ***Tables 13*** and ***14*** present the results of the freeway mainline analysis under Existing (2010) + Project and Post-Year 2035 conditions, respectively.

Based upon the application of the significance criteria described previously, *Table 13* indicates that the project is expected to cause significant traffic impacts at 7 of the 21 freeway mainline segments under Existing (2010) + Project conditions, as follows:

B. I-10, east of Garvey Avenue (eastbound) – Project fair-share percentage: 1.1%
C. I-10, east of I-605 Freeway (eastbound) – Project fair-share percentage: 2.0%
E. SR-60, east of Peck Road (westbound) – Project fair-share percentage: 8.4%
I. SR-60, east of Hacienda Boulevard (westbound) – Project fair-share percentage: 14.9%
J. SR-60, east of Azusa Avenue (westbound) – Project fair-share percentage: 14.5%
P. SR-60, east of Grand Avenue (eastbound) – Project fair-share percentage: 7.0%
S. I-605, south of SR-60 Freeway (northbound) – Project fair-share percentage: 2.8%

To mitigate the above freeway mainline impacts under Year 2010 Existing + Project conditions, add one mainline lane (in the direction specified above). The project's potential fair-share percentage was calculated, if the project is required to contribute to the recommended mitigation.

Table 14 indicates that the project is expected to cause significant traffic impacts at 15 of the 21 freeway mainline segments analyzed under Year 2035 General Plan Buildout conditions, as follows:

B. I-10, east of Garvey Avenue (eastbound) – Project fair-share percentage: 12.0%
C. I-10, east of I-605 Freeway (eastbound and westbound) – Project fair-share percentage: 12.7% eastbound, 12.4% westbound
F. SR-60, east of I-605 Freeway (westbound) – Project fair-share percentage: 22.8%
G. SR-60, east of Crossroads Parkway (westbound) – Project fair-share percentage: 22.8%
I. SR-60, east of Hacienda Boulevard (eastbound and westbound) – Project fair-share percentage: 18.6% eastbound, 23.1% westbound

J. SR-60, east of Azusa Avenue (eastbound and westbound) – Project fair-share percentage: 20.7% eastbound, 22.8% westbound
K. SR-60, east of Fullerton Road (eastbound and westbound) – Project fair-share percentage: 20.5% eastbound, 22.7% westbound
L. SR-60, east of Nogales Street (eastbound and westbound) – Project fair-share percentage: 20.4% eastbound, 22.3% westbound
M. SR-60, east of Fairway Drive (eastbound and westbound) – Project fair-share percentage: 19.5% eastbound, 21.8% westbound
N. SR-60, east of Brea Canyon Road (eastbound and westbound) – Project fair-share percentage: 20.5% eastbound, 18.8% westbound
P. SR-60, east of Grand Avenue (eastbound and westbound) – Project fair-share percentage: 16.7% eastbound, 16.1% westbound
Q. I-605, south of Rose Hills Road (northbound and southbound) – Project fair-share percentage: 12.7% northbound, 12.3% southbound
R. I-605, south of Peck Road (southbound) – Project fair-share percentage: 12.3%
S. I-605, south of SR-60 Freeway (northbound) – Project fair-share percentage: 14.6%
U. I-605, south of I-10 Freeway (northbound) – Project fair-share percentage: 20.0%

To mitigate the above freeway mainline impacts under Year 2035 General Plan Buildout conditions, add one mainline lane (in the direction specified above), except for I-10 Freeway east of I-605 Freeway (eastbound), which requires the addition of two mainline lanes. The project's potential fair-share percentage was calculated, if the project is required to contribute to the recommended mitigation.

TABLE 13

FREEWAY MAINLINE SEGMENT PEAK HOUR LEVELS OF SERVICE EXISTING (2010) + PROJECT CONDITIONS

Freeway Mainline	Peak Hour	Freeway Capacity (vph) [a] NB/EB	Freeway Capacity (vph) [a] SB/WB	Existing (Year 2010) [b] NB/EB Existing Demand	NB/EB Demand / Cap	NB/EB LOS [c]	SB/WB Existing Demand	SB/WB Demand / Cap	SB/WB LOS [c]	Freeway Capacity (vph) [a] NB/EB	Freeway Capacity (vph) [a] SB/WB	Year 2010 Existing Plus Project NB/EB Future Demand	NB/EB Demand / Cap	NB/EB LOS [c]	SB/WB Future Demand	SB/WB Demand / Cap	SB/WB LOS [c]
A. I-10, east of	AM	10,000	10,000	6,172	0.617	B	7,617	0.762	C	10,000	10,000	6,388	0.639	B	7,689	0.769	C
Valley Boulevard	PM	10,000	10,000	7,687	0.769	C	5,887	0.589	A	10,000	10,000	7,774	0.777	C	6,139	0.614	B
B. I-10, east of	AM	8,000	10,000	6,752	0.844	D	8,333	0.833	D	8,000	10,000	6,969	0.871	D	8,409	0.841	D
Garvey Avenue	PM	8,000	10,000	**8,409**	**1.051**	**F0**	6,440	0.644	B	8,000	10,000	**8,500**	**1.063**	**F0**	6,693	0.669	B
C. I-10, east of	AM	8,000	10,000	7,158	0.895	D	8,833	0.883	D	8,000	10,000	7,245	0.906	E	8,974	0.897	D
I-605 Freeway	PM	8,000	10,000	**8,914**	**1.114**	**F0**	6,828	0.683	B	8,000	10,000	**9,099**	**1.137**	**F0**	6,924	0.692	B
D. SR-57, south of	AM	12,000	12,000	2,467	0.206	A	4,112	0.343	A	12,000	12,000	2,816	0.235	A	4,182	0.349	A
SR-60 Freeway	PM	12,000	12,000	3,790	0.316	A	3,600	0.300	A	12,000	12,000	3,951	0.329	A	3,984	0.332	A
E. SR-60, east of	AM	10,000	8,000	5,737	0.574	A	7,528	0.941	E	10,000	8,000	6,324	0.632	B	7,731	0.966	E
Peck Road	PM	10,000	8,000	7,736	0.774	C	7,509	0.939	E	10,000	8,000	8,082	0.808	D	**8,194**	**1.024**	**F0**
F. SR-60, east of	AM	10,000	10,000	6,039	0.604	B	7,923	0.792	C	10,000	10,000	7,180	0.718	C	8,407	0.841	D
I-605 Freeway	PM	10,000	10,000	8,143	0.814	D	7,904	0.790	C	10,000	10,000	8,788	0.879	D	9,248	0.925	E
G. SR-60, east of	AM	10,000	10,000	6,039	0.604	B	7,923	0.792	C	10,000	10,000	7,153	0.715	C	8,437	0.844	D
Crossroads Parkway	PM	10,000	10,000	8,143	0.814	D	7,904	0.790	C	10,000	10,000	8,849	0.885	D	9,253	0.925	E
H. SR-60, east of	AM	10,000	10,000	5,460	0.546	A	7,164	0.716	C	10,000	10,000	6,479	0.648	B	7,730	0.773	C
7th Avenue	PM	10,000	10,000	7,362	0.736	C	7,147	0.715	C	10,000	10,000	8,096	0.810	D	8,401	0.840	D
I. SR-60, east of	AM	8,000	8,000	5,334	0.667	B	6,999	0.875	D	8,000	8,000	6,318	0.790	C	7,575	0.947	E
Hacienda Boulevard	PM	8,000	8,000	7,192	0.899	D	6,982	0.873	D	8,000	8,000	7,937	0.992	E	**8,202**	**1.025**	**F0**
J. SR-60, east of	AM	8,000	8,000	6,729	0.841	D	6,129	0.766	C	8,000	8,000	7,643	0.955	E	6,744	0.843	D
Azusa Avenue	PM	8,000	8,000	6,518	0.815	D	6,855	0.857	D	8,000	8,000	7,271	0.909	E	**8,017**	**1.002**	**F0**
K. SR-60, east of	AM	8,000	8,000	6,662	0.833	D	6,069	0.759	C	8,000	8,000	7,513	0.939	E	6,768	0.846	D
Fullterton Road	PM	8,000	8,000	6,454	0.807	D	6,787	0.848	D	8,000	8,000	7,311	0.914	E	7,929	0.991	E
L. SR-60, east of	AM	8,000	8,000	6,729	0.841	D	6,129	0.766	C	8,000	8,000	7,549	0.944	E	6,835	0.854	D
Nogales Street	PM	8,000	8,000	6,518	0.815	D	6,855	0.857	D	8,000	8,000	7,372	0.922	E	7,966	0.996	E
M. SR-60, east of	AM	8,000	8,000	6,807	0.851	D	6,441	0.805	D	8,000	8,000	7,560	0.945	E	7,142	0.893	D
Fairway Drive	PM	8,000	8,000	6,916	0.865	D	6,621	0.828	D	8,000	8,000	7,728	0.966	E	7,643	0.955	E
N. SR-60, east of	AM	8,000	8,000	6,941	0.868	D	6,567	0.821	D	8,000	8,000	7,285	0.911	E	7,266	0.908	E
Brea Canyon Road	PM	8,000	8,000	7,052	0.882	D	6,751	0.844	D	8,000	8,000	7,985	0.998	E	7,396	0.925	E
O. SR-60, east of	AM	14,000	16,000	11,312	0.808	D	10,704	0.669	B	14,000	16,000	11,776	0.841	D	11,245	0.703	C
SR-57 Freeway	PM	14,000	16,000	11,493	0.821	D	11,002	0.688	B	14,000	16,000	12,287	0.878	D	11,731	0.733	C
P. SR-60, east of	AM	12,000	12,000	11,412	0.951	E	10,799	0.900	E	12,000	12,000	11,591	0.966	E	11,520	0.960	E
Grand Avenue	PM	12,000	12,000	11,594	0.966	E	11,100	0.925	E	12,000	12,000	**12,462**	**1.039**	**F0**	11,552	0.963	E
Q. I-605, south of	AM	10,000	10,000	7,699	0.770	C	9,446	0.945	E	10,000	10,000	8,033	0.803	D	9,584	0.958	E
Rose Hills Road	PM	10,000	10,000	8,870	0.887	D	7,240	0.724	C	10,000	10,000	9,053	0.905	E	7,602	0.760	C
R. I-605, south of	AM	10,000	10,000	7,546	0.755	C	9,257	0.926	E	10,000	10,000	7,881	0.788	C	9,396	0.940	E
Peck road	PM	10,000	10,000	8,692	0.869	D	7,095	0.710	C	10,000	10,000	8,877	0.888	D	7,458	0.746	C
S. I-605, south of	AM	8,000	10,000	7,084	0.886	D	8,689	0.869	D	8,000	10,000	7,411	0.926	E	8,875	0.888	D
SR-60 Freeway	PM	8,000	10,000	**8,161**	**1.020**	**F0**	6,660	0.666	B	8,000	10,000	**8,397**	**1.050**	**F0**	7,027	0.703	C
T. I-605, south of	AM	10,000	10,000	6,930	0.693	B	8,501	0.850	D	10,000	10,000	7,193	0.719	C	8,898	0.890	D
Valley Boulevard	PM	10,000	10,000	7,983	0.798	C	6,516	0.652	B	10,000	10,000	8,510	0.851	D	6,812	0.681	B
U. I-605, south of	AM	8,000	10,000	5,698	0.712	C	6,989	0.699	B	8,000	10,000	5,922	0.740	C	7,630	0.763	C
I-10 Freeway	PM	8,000	10,000	6,564	0.821	D	5,357	0.536	A	8,000	10,000	7,383	0.923	E	5,664	0.566	A

Notes:

[a] The capacities and LOS criteria are based upon the 2010 Los Angeles County CMP Traffic Impact Study Guidelines. Freeway capacity is 2,000 vehicles per hour (vph) per lane.

[b] The Year 2009 traffic volumes were adjusted by 1.0% to reflect Year 2010 future conditions (assumes 1.0% annual growth rate).

[c] The LOS is based on the following D/C ratios:

LOS	D/C Ratio	LOS	D/C Ratio	LOS	D/C Ratio
A	0-0.60	D	>0.80-0.90	F1	>1.25-1.35
B	>0.60-0.70	E	>0.90-1.00	F2	>1.35-1.45
C	>0.70-0.80	F0	>1.00-1.25	F3	>1.45

Poor LOS under Existing (2010).

Poor LOS under Existing Plus Project.

TABLE 14

FREEWAY MAINLINE SEGMENT PEAK HOUR LEVELS OF SERVICE POST-YEAR 2035 CONDITIONS

Freeway Mainline	Peak Hour	Freeway Capacity (vph) [a] NB/EB	Freeway Capacity (vph) [a] SB/WB	Existing (Year 2010) [b] NB/EB Existing Demand	NB/EB Demand / Cap	NB/EB LOS [c]	SB/WB Existing Demand	SB/WB Demand / Cap	SB/WB LOS [c]	Freeway Capacity (vph) [a] NB/EB	Freeway Capacity (vph) [a] SB/WB	Year 2035 General Plan Buildout NB/EB Future Demand	NB/EB Demand / Cap	NB/EB LOS [c]	SB/WB Future Demand	SB/WB Demand / Cap	SB/WB LOS [c]
A. I-10, east of	AM	10,000	10,000	6,172	0.617	B	7,617	0.762	C	10,000	10,000	7,160	0.716	C	8,641	0.864	D
Valley Boulevard	PM	10,000	10,000	7,687	0.769	C	5,887	0.589	A	10,000	10,000	8,735	0.874	D	6,875	0.688	B
B. I-10, east of	AM	8,000	10,000	6,752	0.844	D	8,333	0.833	D	8,000	10,000	7,813	0.977	E	9,451	0.945	E
Garvey Avenue	PM	8,000	10,000	**8,409**	**1.051**	**F0**	6,440	0.644	B	8,000	10,000	**9,551**	**1.194**	**F0**	7,498	0.750	C
C. I-10, east of	AM	8,000	10,000	7,158	0.895	D	8,833	0.883	D	8,000	10,000	**8,140**	**1.018**	**F0**	**10,078**	**1.008**	**F0**
I-605 Freeway	PM	8,000	10,000	**8,914**	**1.114**	**F0**	6,828	0.683	B	8,000	10,000	**10,213**	**1.277**	**F1**	7,778	0.778	C
D. SR-57, south of	AM	12,000	12,000	2,467	0.206	A	4,112	0.343	A	12,000	12,000	3,124	0.260	A	4,696	0.391	A
SR-60 Freeway	PM	12,000	12,000	3,790	0.316	A	3,600	0.300	A	12,000	12,000	4,425	0.369	A	4,434	0.370	A
E. SR-60, east of	AM	10,000	8,000	5,737	0.574	A	7,528	0.941	E	12,000	10,000	7,041	0.587	A	8,672	0.867	D
Peck Road	PM	10,000	8,000	7,736	0.774	C	7,509	0.939	E	12,000	10,000	9,049	0.754	C	9,133	0.913	E
F. SR-60, east of	AM	10,000	10,000	6,039	0.604	B	7,923	0.792	C	10,000	10,000	7,935	0.794	C	9,397	0.940	E
I-605 Freeway	PM	10,000	10,000	8,143	0.814	D	7,904	0.790	C	10,000	10,000	9,806	0.981	E	**10,236**	**1.024**	**F0**
G. SR-60, east of	AM	10,000	10,000	6,039	0.604	B	7,923	0.792	C	10,000	10,000	7,908	0.791	C	9,427	0.943	E
Crossroads Parkway	PM	10,000	10,000	8,143	0.814	D	7,904	0.790	C	10,000	10,000	9,867	0.987	E	**10,241**	**1.024**	**F0**
H. SR-60, east of	AM	10,000	10,000	5,460	0.546	A	7,164	0.716	C	10,000	10,000	7,162	0.716	C	8,626	0.863	D
7th Avenue	PM	10,000	10,000	7,362	0.736	C	7,147	0.715	C	10,000	10,000	9,016	0.902	E	9,294	0.929	E
I. SR-60, east of	AM	8,000	8,000	5,334	0.667	B	6,999	0.875	D	8,000	8,000	6,985	0.873	D	**8,450**	**1.056**	**F0**
Hacienda Boulevard	PM	8,000	8,000	7,192	0.899	D	6,982	0.873	D	8,000	8,000	**8,836**	**1.105**	**F0**	**9,075**	**1.134**	**F0**
J. SR-60, east of	AM	8,000	8,000	6,729	0.841	D	6,129	0.766	C	8,000	8,000	**8,484**	**1.061**	**F0**	7,510	0.939	E
Azusa Avenue	PM	8,000	8,000	6,518	0.815	D	6,855	0.857	D	8,000	8,000	**8,086**	**1.011**	**F0**	**8,874**	**1.109**	**F0**
K. SR-60, east of	AM	8,000	8,000	6,662	0.833	D	6,069	0.759	C	8,000	8,000	**8,346**	**1.043**	**F0**	7,527	0.941	E
Fullerton Road	PM	8,000	8,000	6,454	0.807	D	6,787	0.848	D	8,000	8,000	**8,118**	**1.015**	**F0**	**8,777**	**1.097**	**F0**
L. SR-60, east of	AM	8,000	8,000	6,729	0.841	D	6,129	0.766	C	8,000	8,000	**8,390**	**1.049**	**F0**	7,601	0.950	E
Nogales Street	PM	8,000	8,000	6,518	0.815	D	6,855	0.857	D	8,000	8,000	**8,187**	**1.023**	**F0**	**8,823**	**1.103**	**F0**
M. SR-60, east of	AM	8,000	8,000	6,807	0.851	D	6,441	0.805	D	8,000	8,000	**8,411**	**1.051**	**F0**	7,947	0.993	E
Fairway Drive	PM	8,000	8,000	6,916	0.865	D	6,621	0.828	D	8,000	8,000	**8,593**	**1.074**	**F0**	**8,471**	**1.059**	**F0**
N. SR-60, east of	AM	8,000	8,000	6,941	0.868	D	6,567	0.821	D	8,000	8,000	**8,153**	**1.019**	**F0**	**8,087**	**1.011**	**F0**
Brea Canyon Road	PM	8,000	8,000	7,052	0.882	D	6,751	0.844	D	8,000	8,000	**8,867**	**1.108**	**F0**	**8,240**	**1.030**	**F0**
O. SR-60, east of	AM	14,000	16,000	11,312	0.808	D	10,704	0.669	B	14,000	16,000	13,190	0.942	E	12,583	0.786	C
SR-57 Freeway	PM	14,000	16,000	11,493	0.821	D	11,002	0.688	B	14,000	16,000	13,724	0.980	E	13,106	0.819	D
P. SR-60, east of	AM	12,000	12,000	11,412	0.951	E	10,799	0.900	E	12,000	12,000	**13,018**	**1.085**	**F0**	**12,870**	**1.073**	**F0**
Grand Avenue	PM	12,000	12,000	11,594	0.966	E	11,100	0.925	E	12,000	12,000	**13,911**	**1.159**	**F0**	**12,940**	**1.078**	**F0**
Q. I-605, south of	AM	10,000	10,000	7,699	0.770	C	9,446	0.945	E	10,000	10,000	8,995	0.900	D	**10,765**	**1.077**	**F0**
Rose Hills Road	PM	10,000	10,000	8,870	0.887	D	7,240	0.724	C	10,000	10,000	**10,162**	**1.016**	**F0**	8,507	0.851	D
R. I-605, south of	AM	10,000	10,000	7,546	0.755	C	9,257	0.926	E	10,000	10,000	8,824	0.882	D	**10,553**	**1.055**	**F0**
Peck Road	PM	10,000	10,000	8,692	0.869	D	7,095	0.710	C	10,000	10,000	9,964	0.996	E	8,345	0.835	D
S. I-605, south of	AM	8,000	10,000	7,084	0.886	D	8,689	0.869	D	8,000	10,000	**8,297**	**1.037**	**F0**	9,961	0.996	E
SR-60 Freeway	PM	8,000	10,000	**8,161**	**1.020**	**F0**	6,660	0.666	B	8,000	10,000	**9,417**	**1.177**	**F0**	7,860	0.786	C
T. I-605, south of	AM	10,000	10,000	6,930	0.693	B	8,501	0.850	D	10,000	10,000	8,059	0.806	D	9,961	0.996	E
Valley Boulevard	PM	10,000	10,000	7,983	0.798	C	6,516	0.652	B	10,000	10,000	9,508	0.951	E	7,627	0.763	C
U. I-605, south of	AM	8,000	10,000	5,698	0.712	C	6,989	0.699	B	8,000	10,000	6,634	0.829	D	8,504	0.850	D
I-10 Freeway	PM	8,000	10,000	6,564	0.821	D	5,357	0.536	A	8,000	10,000	**8,204**	**1.026**	**F0**	6,334	0.633	B

Notes:

[a] The capacities and LOS criteria are based upon the 2010 Los Angeles County CMP Traffic Impact Study Guidelines. Freeway capacity is 2,000 vehicles per hour (vph) per lane.

[b] The Year 2009 traffic volumes were adjusted by 1.0% to reflect Year 2010 future conditions (assumes 1.0% annual growth rate).

[c] The LOS is based on the following D/C ratios:

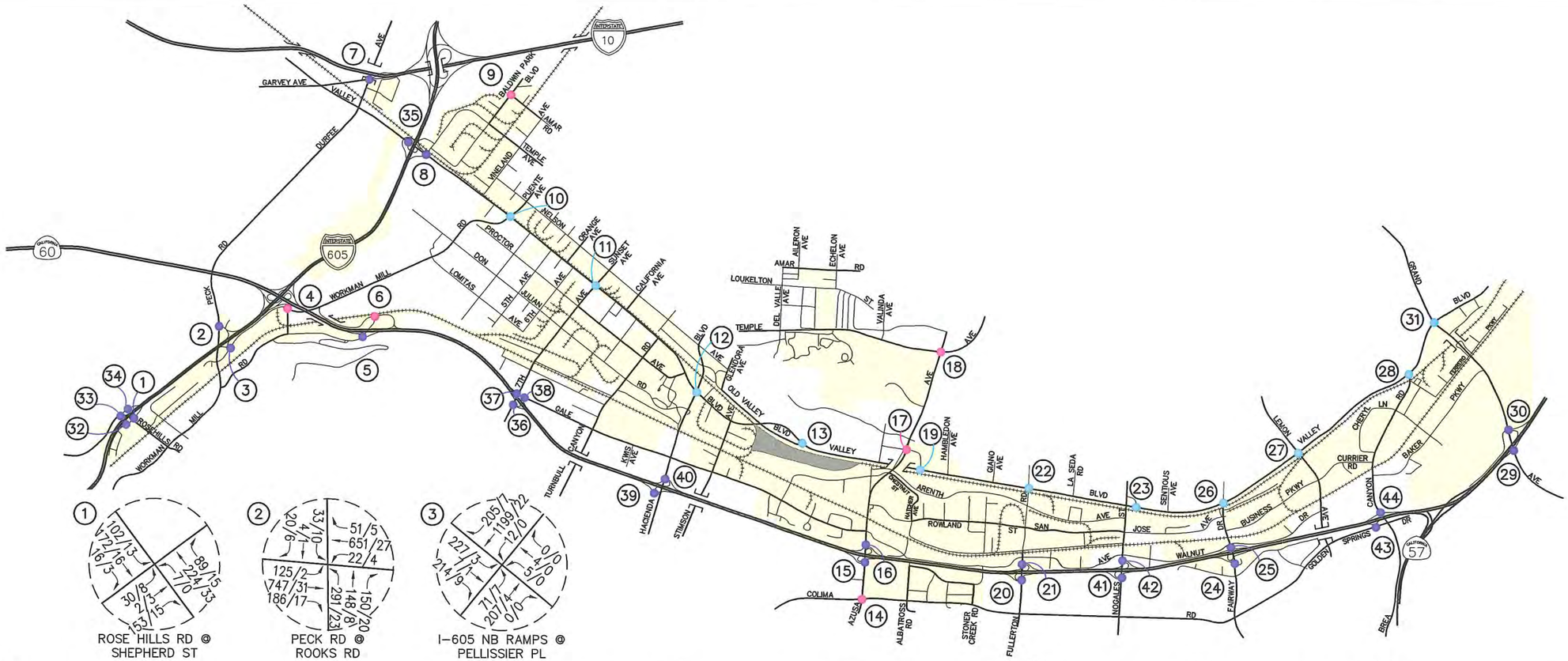
LOS	D/C Ratio	LOS	D/C Ratio	LOS	D/C Ratio
A	0-0.60	D	>0.80-0.90	F1	>1.25-1.35
B	>0.60-0.70	E	>0.90-1.00	F2	>1.35-1.45
C	>0.70-0.80	F0	>1.00-1.25	F3	>1.45

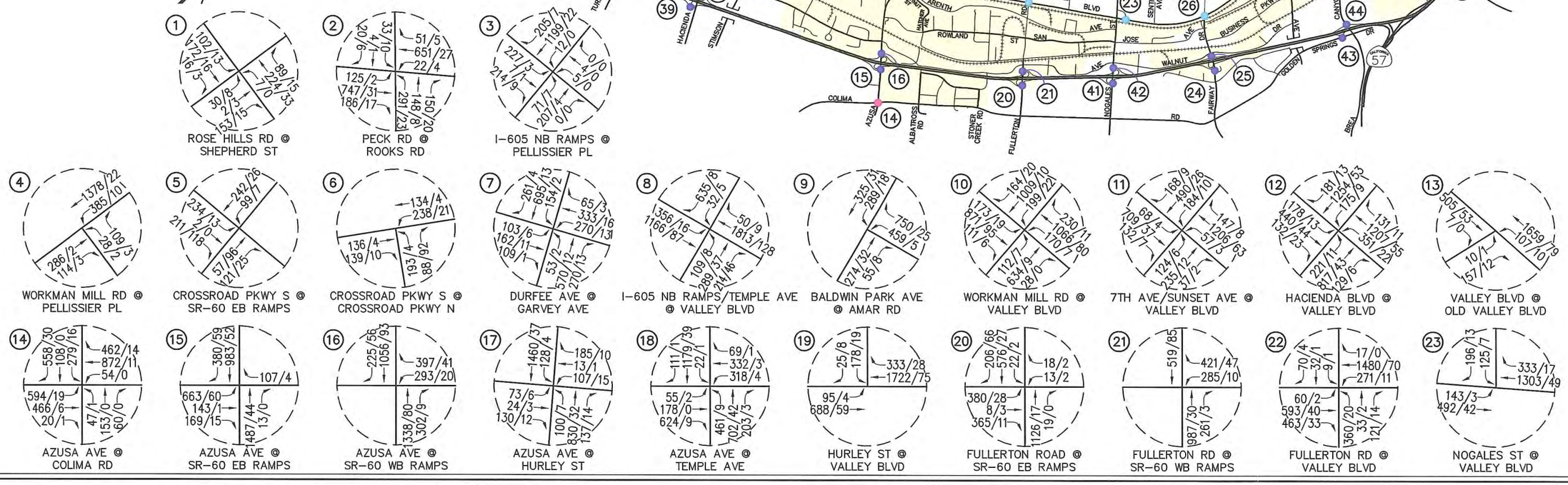
Poor LOS under Existing (2010).

Poor LOS under Year 2035 General Plan Buildout.

APPENDIX A

EXISTING (YEAR 2010) TRAFFIC VOLUME FIGURES: AUTO VERSUS TRUCK





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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

- = CITY OF INDUSTRY
- = UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY
- #/# = AUTOS/TRUCKS
- = STUDY INTERSECTION
- = CALTRANS RAMP INTERSECTION
- = RR/VALLEY CORRIDOR INTERSECTION

FIGURE A-1

EXISTING (YEAR 2010)
AM PEAK HOUR TRAFFIC VOLUMES
INTERSECTIONS 1 THROUGH 23

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

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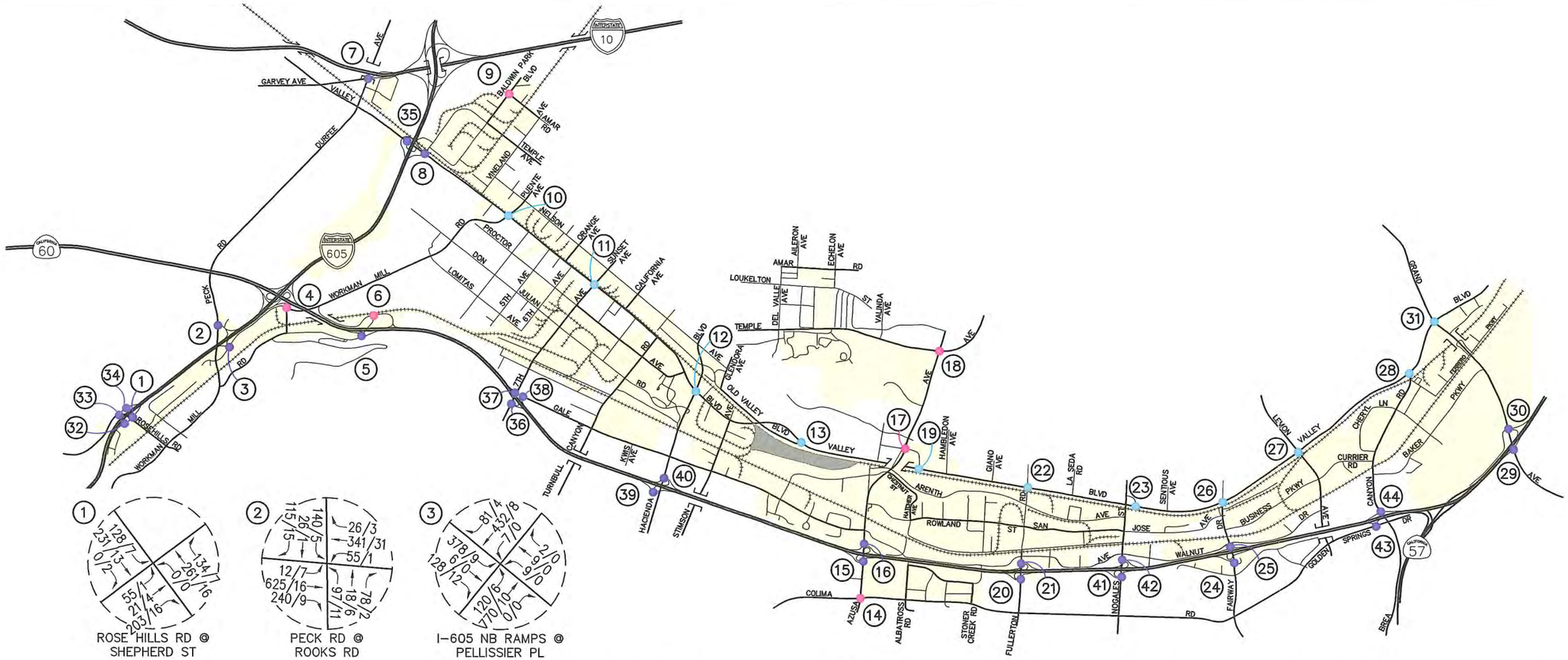
FIGURE A-2

EXISTING (YEAR 2010)
AM PEAK HOUR TRAFFIC VOLUMES
INTERSECTIONS 24 THROUGH 44

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR



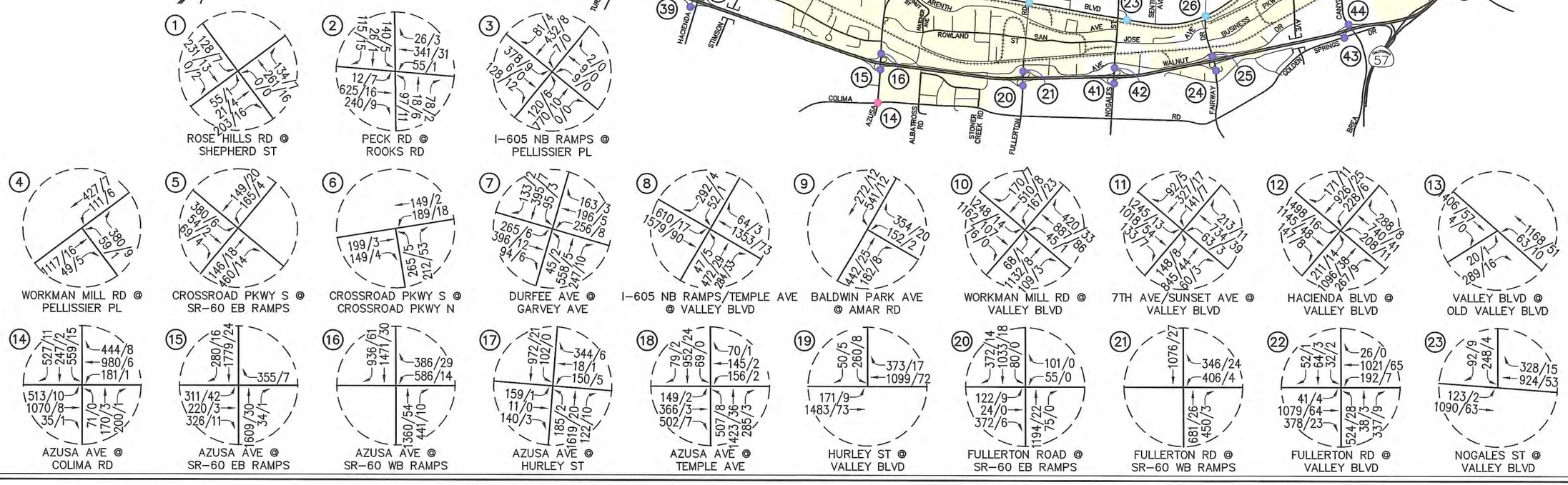


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FIGURE A–3

EXISTING (YEAR 2010)
PM PEAK HOUR TRAFFIC VOLUMES
INTERSECTIONS 1 THROUGH 23

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

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NO SCALE

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= CITY OF INDUSTRY

= UNION PACIFIC (FORMERLY SOUTHERN PACIFIC) INTERMODAL FACILITY

#/# = AUTOS/TRUCKS

= STUDY INTERSECTION

= CALTRANS RAMP INTERSECTION

= RR/VALLEY CORRIDOR INTERSECTION

FIGURE A-4

EXISTING (YEAR 2010)
PM PEAK HOUR TRAFFIC VOLUMES
INTERSECTIONS 24 THROUGH 44

CITY OF INDUSTRY GENERAL PLAN UPDATE EIR

APPENDIX B

EXISTING AND FUTURE TRIP GENERATION BY TAZ

TABLE B-1
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
1	Light Industrial	57,189	SF	403	41	6	47	6	44	50
		TAZ 1 Total:		**403**	**41**	**6**	**47**	**6**	**44**	**50**
2	Light Industrial	221,427	SF	1,561	160	22	182	23	169	192
2	Open Storage	240	SF	--	--	--	--	--	--	--
		TAZ 2 Total:		**1,561**	**160**	**22**	**182**	**23**	**169**	**192**
3	Open Storage	3.90	Acres	--	--	--	--	--	--	--
3	Warehousing and Distribution	31,726	SF	114	7	2	9	2	7	9
		TAZ 3 Total:		**114**	**7**	**2**	**9**	**2**	**7**	**9**
4	Agricultural	9,740	SF	--	--	--	--	--	--	--
4	Light Industrial	476,685	SF	3,361	344	47	391	50	363	413
4	Warehousing and Distribution	471,524	SF	1,698	100	27	127	34	101	135
		TAZ 4 Total:		**5,059**	**444**	**74**	**518**	**84**	**464**	**548**
5	Retail	56,456	SF	2,061	29	19	48	88	91	179
5	*Pass-by Trips*			*(206)*	*(3)*	*(2)*	*(5)*	*(30)*	*(31)*	*(61)*
5	Warehousing and Distribution	228,186	SF	822	48	13	61	16	49	65
		TAZ 5 Total:		**2,677**	**74**	**30**	**104**	**74**	**109**	**183**
6	Golf Course	48,261	SF	547	27	7	34	19	23	42
6	Single Family Detached	3	DU	24	0	1	1	2	1	3
		TAZ 6 Total:		**571**	**27**	**8**	**35**	**21**	**24**	**45**
7	Agricultural	17,210	SF	--	--	--	--	--	--	--
7	Golf Course	5,763	SF	547	27	7	34	19	23	42
		TAZ 7 Total:		**547**	**27**	**7**	**34**	**19**	**23**	**42**
8	Light Industrial	15,047	SF	106	11	1	12	2	11	13
8	Open Storage	4,574	SF	--	--	--	--	--	--	--
8	Warehousing and Distribution	118,962	SF	428	25	7	32	8	25	33
		TAZ 8 Total:		**534**	**36**	**8**	**44**	**10**	**36**	**46**
9	Agricultural	533	SF	--	--	--	--	--	--	--
9	Middle School	87,763	SF	1,028	178	146	324	46	43	89
9	Single Family Detached	5	DU	41	1	2	3	3	2	5
9	Water and Water Facility	240	SF	--	--	--	--	--	--	--
		TAZ 9 Total:		**1,069**	**179**	**148**	**327**	**49**	**45**	**94**
10	Light Industrial	109,228	SF	770	79	11	90	11	83	94
10	Open Storage	197	SF	--	--	--	--	--	--	--
		TAZ 10 Total:		**770**	**79**	**11**	**90**	**11**	**83**	**94**
11	Heavy Manufacturing	18,540	SF	72	9	3	12	4	8	12
11	Light Industrial	338,058	SF	2,383	244	33	277	35	258	293
11	Warehousing and Distribution	528,809	SF	1,904	112	30	142	38	113	151
		TAZ 11 Total:		**4,359**	**365**	**66**	**431**	**77**	**379**	**456**
12	Light Industrial	1,394,296	SF	9,830	1,007	137	1,144	145	1,062	1,207
12	Warehousing and Distribution	721,386	SF	2,598	153	41	194	52	155	207
		TAZ 12 Total:		**12,428**	**1,160**	**178**	**1,338**	**197**	**1,217**	**1,414**
13	Heavy Manufacturing	317,260	SF	1,226	161	45	206	74	132	206
13	Light Industrial	308,069	SF	2,172	223	30	253	32	235	267
13	Middle School	81,529	SF	955	166	136	302	43	40	83
13	Warehousing and Distribution	54,588	SF	197	12	3	15	4	12	16
		TAZ 13 Total:		**4,550**	**562**	**214**	**776**	**153**	**419**	**572**
14	Heavy Manufacturing	3,685,049	SF	14,239	1,873	528	2,401	864	1,537	2,401
14	Light Industrial	728,360	SF	5,135	526	72	598	76	555	631
14	Movie Theatre	2,331	SF	766	--	--	--	49	28	77
14	Warehousing and Distribution	709,312	SF	2,554	150	40	190	51	152	203
		TAZ 14 Total:		**22,694**	**2,549**	**640**	**3,189**	**1,040**	**2,272**	**3,312**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
15	Heavy Manufacturing	372,204	SF	1,438	189	53	242	87	155	242
15	Light Industrial	363,927	SF	2,566	263	36	299	38	277	315
15	Warehousing and Distribution	292,586	SF	1,054	62	16	78	21	63	84
		TAZ 15 Total:		**5,058**	**514**	**105**	**619**	**146**	**495**	**641**
16	Heavy Manufacturing	52,202	SF	202	27	7	34	12	22	34
16	Light Industrial	120,739	SF	851	87	12	99	13	92	105
16	Warehousing and Distribution	90,712	SF	327	19	5	24	6	19	25
		TAZ 16 Total:		**1,380**	**133**	**24**	**157**	**31**	**133**	**164**
17	Retail	12,474	SF	455	6	4	10	19	20	39
17	*Pass-by Trips*			*(46)*	*(1)*	*0*	*(1)*	*(6)*	*(7)*	*(13)*
		TAZ 17 Total:		**409**	**5**	**4**	**9**	**13**	**13**	**26**
18	Fire Station	3,661	SF	87	6	1	7	3	6	9
18	Retail	7,196	SF	263	4	2	6	11	12	23
18	*Pass-by Trips*			*(26)*	*0*	*0*	*0*	*(4)*	*(4)*	*(8)*
18	Warehousing and Distribution	134,510	SF	484	28	8	36	10	29	39
		TAZ 18 Total:		**808**	**38**	**11**	**49**	**20**	**43**	**63**
19	Light Industrial	43,641	SF	308	32	4	36	5	33	38
		TAZ 19 Total:		**308**	**32**	**4**	**36**	**5**	**33**	**38**
20	Retail	8,307	SF	303	4	3	7	13	13	26
20	*Pass-by Trips*			*(30)*	*0*	*0*	*0*	*(4)*	*(4)*	*(8)*
		TAZ 20 Total:		**273**	**4**	**3**	**7**	**9**	**9**	**18**
21	Light Industrial	484,348	SF	3,415	350	48	398	50	369	419
21	Retail	19,490	SF	711	10	6	16	30	32	62
21	*Pass-by Trips*			*(71)*	*(1)*	*(1)*	*(2)*	*(10)*	*(11)*	*(21)*
21	Warehousing and Distribution	937,405	SF	3,376	198	53	251	67	201	268
		TAZ 21 Total:		**7,431**	**557**	**106**	**663**	**137**	**591**	**728**
22	Heavy Manufacturing	1,493	SF	6	1	0	1	0	1	1
22	Light Industrial	202,194	SF	1,426	146	20	166	21	154	175
22	Retail	1,570	SF	57	1	1	2	2	3	5
22	*Pass-by Trips*			*(6)*	*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
22	Warehousing and Distribution	22,103	SF	80	5	1	6	2	5	7
		TAZ 22 Total:		**1,563**	**153**	**22**	**175**	**24**	**162**	**186**
23	Light Industrial	208,308	SF	1,469	151	21	172	22	159	181
23	Multiple Use	3,420	SF	62	3	1	4	2	4	6
23	Single Family Detached	1	DU	8	0	0	0	1	0	1
23	Warehousing and Distribution	86,756	SF	312	18	5	23	6	19	25
		TAZ 23 Total:		**1,851**	**172**	**27**	**199**	**31**	**182**	**213**
24	Light Industrial	6,015	SF	42	4	1	5	1	5	6
24	Retail	35,854	SF	1,309	19	12	31	56	58	114
24	*Pass-by Trips*			*(131)*	*(2)*	*(1)*	*(3)*	*(19)*	*(20)*	*(39)*
		TAZ 24 Total:		**1,220**	**21**	**12**	**33**	**38**	**43**	**81**
25	Light Industrial	457,101	SF	3,223	330	45	375	47	348	395
25	Warehousing and Distribution	301,762	SF	1,087	64	17	81	22	65	87
		TAZ 25 Total:		**4,310**	**394**	**62**	**456**	**69**	**413**	**482**
26	Agricultural	542	SF	--	--	--	--	--	--	--
26	Single Family Detached	1	DU	8	0	0	0	1	0	1
26	Warehousing and Distribution	404,957	SF	1,458	86	23	109	29	87	116
		TAZ 26 Total:		**1,466**	**86**	**23**	**109**	**30**	**87**	**117**
27	Heavy Manufacturing	216,023	SF	835	110	31	141	51	90	141
27	Light Industrial	974,417	SF	6,870	704	96	800	101	742	843
27	Warehousing and Distribution	662,354	SF	2,385	140	37	177	47	142	189
		TAZ 27 Total:		**10,090**	**954**	**164**	**1,118**	**199**	**974**	**1,173**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
28	Light Industrial	762,588	SF	5,376	551	75	626	79	581	660
28	Single Family Detached	1	DU	8	0	0	0	1	0	1
28	Warehousing and Distribution	742,868	SF	2,675	157	42	199	53	159	212
		TAZ 28 Total:		**8,059**	**708**	**117**	**825**	**133**	**740**	**873**
29	Government Office	1,698	SF	40	3	0	3	1	3	4
29	Light Industrial	136,709	SF	964	99	13	112	14	104	118
29	Warehousing and Distribution	831,303	SF	2,993	176	47	223	59	178	237
		TAZ 29 Total:		**3,997**	**278**	**60**	**338**	**74**	**285**	**359**
30	Light Industrial	98,349	SF	693	71	10	81	10	75	85
30	Retail	68,853	SF	2,513	36	23	59	107	111	218
30	*Pass-by Trips*			*(251)*	*(4)*	*(2)*	*(6)*	*(36)*	*(38)*	*(74)*
30	Warehousing and Distribution	1,327,816	SF	4,781	281	75	356	95	284	379
		TAZ 30 Total:		**7,736**	**384**	**106**	**490**	**176**	**432**	**608**
31	Warehousing and Distribution	223,597	SF	805	47	13	60	16	48	64
		TAZ 31 Total:		**805**	**47**	**13**	**60**	**16**	**48**	**64**
32	Government Office	78,748	SF	1,869	132	16	148	59	132	191
32	Warehousing and Distribution	45,061	SF	162	10	3	13	3	10	13
		TAZ 32 Total:		**2,031**	**142**	**19**	**161**	**62**	**142**	**204**
33	Community College	339,900	SF	7,942	639	225	864	426	308	734
33	Light Industrial	199,310	SF	1,405	144	20	164	21	152	173
33	Retail	37,884	SF	1,383	20	13	33	59	61	120
33	*Pass-by Trips*			*(138)*	*(2)*	*(1)*	*(3)*	*(20)*	*(21)*	*(41)*
		TAZ 33 Total:		**10,592**	**801**	**257**	**1,058**	**486**	**500**	**986**
34	Office	279,702	SF	2,504	319	44	363	59	286	345
34	Retail	153,343	SF	7,621	102	66	168	353	367	720
34	*Pass-by Trips*			*(762)*	*(10)*	*(7)*	*(17)*	*(122)*	*(127)*	*(249)*
		TAZ 34 Total:		**9,363**	**411**	**103**	**514**	**290**	**526**	**816**
35	Park/Open Space	19.50	Acres	829	54	54	108	37	37	74
		TAZ 35 Total:		**829**	**54**	**54**	**108**	**37**	**37**	**74**
36	Light Industrial	318,283	SF	2,244	230	31	261	33	242	275
36	Retail	13,433	SF	490	7	4	11	21	22	43
36	*Pass-by Trips*			*(49)*	*(1)*	*0*	*(1)*	*(7)*	*(7)*	*(14)*
36	Utility	665	SF	--	--	--	--	--	--	--
36	Warehousing and Distribution	523,132	SF	1,884	111	29	140	37	112	149
		TAZ 36 Total:		**4,569**	**347**	**64**	**411**	**84**	**369**	**453**
37	Heavy Manufacturing	14,810	SF	57	8	2	10	3	6	9
37	Light Industrial	271,758	SF	1,916	196	27	223	28	207	235
37	Retail	4,818	SF	176	2	2	4	7	8	15
37	*Pass-by Trips*			*(18)*	*0*	*0*	*0*	*(2)*	*(3)*	*(5)*
37	Truck/Bus Terminal	0.82	Acres	57	2	3	5	2	3	5
37	Warehousing and Distribution	110,973	SF	400	23	6	29	8	24	32
		TAZ 37 Total:		**2,588**	**231**	**40**	**271**	**46**	**245**	**291**
38	Agricultural	2,136	SF	--	--	--	--	--	--	--
38	Light Industrial	170,626	SF	1,203	123	17	140	18	130	148
38	Open Storage	382	SF	--	--	--	--	--	--	--
38	Retail	153,083	SF	7,613	102	66	168	352	367	719
38	*Pass-by Trips*			*(761)*	*(10)*	*(7)*	*(17)*	*(121)*	*(127)*	*(248)*
38	Single Family Detached	2	DU	16	0	1	1	1	1	2
38	Warehousing and Distribution	19,473	SF	70	4	1	5	1	4	5
		TAZ 38 Total:		**8,141**	**219**	**78**	**297**	**251**	**375**	**626**
39	Light Industrial	1,122,218	SF	7,912	811	111	922	117	855	972
39	Warehousing and Distribution	1,062,774	SF	3,827	225	60	285	76	228	304
		TAZ 39 Total:		**11,739**	**1,036**	**171**	**1,207**	**193**	**1,083**	**1,276**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
40	Light Industrial	523,450	SF	3,690	378	52	430	54	399	453
40	Warehousing and Distribution	220,910	SF	795	47	12	59	16	47	63
		TAZ 40 Total:		**4,485**	**425**	**64**	**489**	**70**	**446**	**516**
41	Heavy Manufacturing	94,894	SF	367	48	14	62	22	40	62
41	Light Industrial	904,219	SF	6,375	653	89	742	94	689	783
41	Single Family Detached	1	DU	8	0	0	0	1	0	1
41	Warehousing and Distribution	1,545,000	SF	5,563	327	87	414	110	331	441
		TAZ 41 Total:		**12,313**	**1,028**	**190**	**1,218**	**227**	**1,060**	**1,287**
42	Heavy Manufacturing	54,455	SF	210	28	8	36	13	23	36
42	Light Industrial	114,247	SF	805	83	11	94	12	87	99
42	Warehousing and Distribution	224,121	SF	807	47	13	60	16	48	64
		TAZ 42 Total:		**1,822**	**158**	**32**	**190**	**41**	**158**	**199**
43	Light Industrial	280,656	SF	1,979	203	28	231	29	214	243
43	Multi-Family	2	DU	10	0	1	1	1	0	1
43	Multiple Use	58,210	SF	1,051	46	12	58	38	67	105
43	Office	3,384	SF	32	4	1	5	1	4	5
43	Single Family Detached	10	DU	81	2	5	7	5	3	8
43	Warehousing and Distribution	721,334	SF	2,597	153	41	194	52	155	207
		TAZ 43 Total:		**5,750**	**408**	**88**	**496**	**126**	**443**	**569**
44	Government Office	65,299	SF	1,550	109	13	122	49	109	158
44	Light Industrial	722,691	SF	5,095	522	71	593	75	551	626
44	Nursing Home	86,987	SF	560	29	12	41	28	26	54
44	Single Family Detached	1	DU	8	0	0	0	1	0	1
44	Warehousing and Distribution	88,367	SF	318	19	5	24	6	19	25
		TAZ 44 Total:		**7,531**	**679**	**101**	**780**	**159**	**705**	**864**
45	Retail	293,783	SF	11,630	151	96	247	545	568	1,113
45	*Pass-by Trips*			*(1,163)*	*(15)*	*(10)*	*(25)*	*(156)*	*(162)*	*(318)*
45	Warehousing and Distribution	281,099	SF	1,012	59	16	75	20	60	80
		TAZ 45 Total:		**11,479**	**195**	**102**	**297**	**409**	**466**	**875**
46	Light Industrial	261,337	SF	1,842	189	26	215	27	199	226
46	Warehousing and Distribution	194,494	SF	700	41	11	52	14	42	56
		TAZ 46 Total:		**2,542**	**230**	**37**	**267**	**41**	**241**	**282**
47	Light Industrial	477,539	SF	3,367	345	47	392	50	364	414
47	Warehousing and Distribution	449,952	SF	1,620	95	25	120	32	96	128
		TAZ 47 Total:		**4,987**	**440**	**72**	**512**	**82**	**460**	**542**
48	Heavy Manufacturing	47,156	SF	182	24	7	31	11	20	31
48	Light Industrial	498,627	SF	3,515	360	49	409	52	380	432
48	Post Office	25,771	SF	612	43	5	48	19	43	62
48	Retail	150,822	SF	7,540	102	65	167	349	363	712
48	*Pass-by Trips*			*(754)*	*(10)*	*(7)*	*(17)*	*(121)*	*(126)*	*(247)*
48	Single Family Detached	1	DU	8	0	0	0	1	0	1
48	Warehousing and Distribution	1,492,433	SF	5,374	316	84	400	107	320	427
		TAZ 48 Total:		**16,477**	**835**	**203**	**1,038**	**418**	**1,000**	**1,418**
49	Light Industrial	192,800	SF	1,359	139	19	158	20	147	167
49	Police Station	13,296	SF	316	22	3	25	10	22	32
49	Vacant Land	16,164	SF	--	--	--	--	--	--	--
49	Warehousing and Distribution	525,774	SF	1,893	111	30	141	38	113	151
		TAZ 49 Total:		**3,568**	**272**	**52**	**324**	**68**	**282**	**350**
50	Government Office	76,316	SF	1,811	128	16	144	57	128	185
50	Office	78,551	SF	735	91	12	103	17	83	100
50	Police Station	21,923	SF	520	37	5	42	16	37	53
50	Retail	35,540	SF	1,297	18	12	30	55	57	112
50	*Pass-by Trips*			*(130)*	*(2)*	*(1)*	*(3)*	*(19)*	*(19)*	*(38)*

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
50	Single Family Detached	10	DU	81	2	5	7	5	3	8
		TAZ 50 Total:		**4,314**	**274**	**49**	**323**	**131**	**289**	**420**
51	Retail	433,312	SF	14,972	190	121	311	708	736	1,444
51	*Pass-by Trips*			*(1,497)*	*(19)*	*(12)*	*(31)*	*(181)*	*(188)*	*(369)*
		TAZ 51 Total:		**13,475**	**171**	**109**	**280**	**527**	**548**	**1,075**
52	Light Industrial	66,596	SF	470	48	7	55	7	51	58
52	Retail	106,439	SF	6,011	83	53	136	276	288	564
52	*Pass-by Trips*			*(601)*	*(8)*	*(5)*	*(13)*	*(106)*	*(110)*	*(216)*
52	Warehousing and Distribution	30,231	SF	109	6	2	8	2	6	8
		TAZ 52 Total:		**5,989**	**129**	**57**	**186**	**179**	**235**	**414**
53	Light Industrial	44,095	SF	311	32	4	36	5	34	39
53	Retail	28,457	SF	1,039	15	9	24	44	46	90
53	*Pass-by Trips*			*(104)*	*(2)*	*(1)*	*(3)*	*(15)*	*(16)*	*(31)*
53	Warehousing and Distribution	425,195	SF	1,531	90	24	114	30	91	121
		TAZ 53 Total:		**2,777**	**135**	**36**	**171**	**64**	**155**	**219**
54	Light Industrial	301,924	SF	2,129	218	30	248	31	230	261
54	Open Storage	10,288	SF	--	--	--	--	--	--	--
54	Retail	7,384	SF	270	4	2	6	11	12	23
54	*Pass-by Trips*			*(27)*	*0*	*0*	*0*	*(4)*	*(4)*	*(8)*
54	Warehousing and Distribution	1,244,714	SF	4,482	263	70	333	89	267	356
		TAZ 54 Total:		**6,854**	**485**	**102**	**587**	**127**	**505**	**632**
55	Fire Station	2,190	SF	52	4	0	4	2	4	6
55	Government Office	55,855	SF	1,326	93	12	105	42	93	135
55	Light Industrial	227,244	SF	1,602	164	22	186	24	173	197
55	Office	11,314	SF	106	13	2	15	2	12	14
55	Retail	28,588	SF	1,043	15	9	24	44	46	90
55	*Pass-by Trips*			*(104)*	*(2)*	*(1)*	*(3)*	*(15)*	*(16)*	*(31)*
55	Truck/Bus Terminal	5.60	Acres	390	14	20	34	13	18	31
55	Warehousing and Distribution	57,774	SF	208	12	3	15	4	12	16
		TAZ 55 Total:		**4,623**	**313**	**67**	**380**	**116**	**342**	**458**
56	Agricultural	20,469	SF	--	--	--	--	--	--	--
56	Golf Course	61,449	SF	547	27	7	34	19	23	42
56	Hotel	521,000	SF	2,028	85	54	139	78	69	147
56	Multi-Family	4	DU	20	0	1	1	1	1	2
56	Religious Facility	5,092	SF	39	2	1	3	1	1	2
56	Single Family Detached	15	DU	122	2	7	9	8	5	13
56	Water and Water Facility	18,572	SF	--	--	--	--	--	--	--
		TAZ 56 Total:		**2,756**	**116**	**70**	**186**	**107**	**99**	**206**
57	High School	178,839	SF	1,959	330	135	465	80	68	148
		TAZ 57 Total:		**1,959**	**330**	**135**	**465**	**80**	**68**	**148**
58	Commercial Storage	109,330	SF	394	23	6	29	8	23	31
58	Light Industrial	173,131	SF	1,221	125	17	142	18	132	150
58	Recreational Facility	1,751	SF	3	--	--	--	0	0	0
58	Retail	94,736	SF	3,458	49	31	80	147	153	300
58	*Pass-by Trips*			*(346)*	*(5)*	*(3)*	*(8)*	*(50)*	*(52)*	*(102)*
58	Warehousing and Distribution	33,412	SF	120	7	2	9	2	7	9
		TAZ 58 Total:		**4,850**	**199**	**53**	**252**	**125**	**263**	**388**
59	Agricultural	679	SF	--	--	--	--	--	--	--
59	Heavy Manufacturing	298,680	SF	1,154	152	43	195	70	125	195
59	Light Industrial	355,291	SF	2,505	257	35	292	37	271	308
59	Open Storage	574	SF	--	--	--	--	--	--	--
59	Warehousing and Distribution	714,115	SF	2,571	151	40	191	51	153	204
		TAZ 59 Total:		**6,230**	**560**	**118**	**678**	**158**	**549**	**707**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
60	Heavy Manufacturing	18,957	SF	73	10	3	13	4	8	12
60	Light Industrial	95,071	SF	670	69	9	78	10	72	82
60	Lodge	8,100	SF	158	7	4	11	4	6	10
60	Retail	2,499	SF	91	1	1	2	4	4	8
60	*Pass-by Trips*			*(9)*	*0*	*0*	*0*	*(1)*	*(1)*	*(2)*
60	Utility	10,542	SF	--	--	--	--	--	--	--
60	Warehousing and Distribution	267,164	SF	962	57	15	72	19	57	76
		TAZ 60 Total:		**1,945**	**144**	**32**	**176**	**40**	**146**	**186**
61	Railroad	5,822	SF	--	--	--	--	--	--	--
61	Utility	5,000	SF	--	--	--	--	--	--	--
		TAZ 61 Total:		**0**	**0**	**0**	**0**	**0**	**0**	**0**
62	Agricultural	956	SF	--	--	--	--	--	--	--
62	Heavy Manufacturing	895,115	SF	3,459	455	128	583	210	373	583
62	Light Industrial	555,690	SF	3,918	402	55	457	58	423	481
62	Open Storage	982	SF	--	--	--	--	--	--	--
62	Utility	600	SF	--	--	--	--	--	--	--
62	Warehousing and Distribution	417,180	SF	1,502	88	23	111	30	89	119
		TAZ 62 Total:		**8,879**	**945**	**206**	**1,151**	**298**	**885**	**1,183**
63	Agricultural	1,690	SF	--	--	--	--	--	--	--
63	Light Industrial	511,295	SF	3,605	369	50	419	53	390	443
63	Single Family Detached	1	DU				--			--
63	Utility	6,814	SF	--	--	--	--	--	--	--
63	Warehousing and Distribution	104,145	SF	375	22	6	28	7	22	29
		TAZ 63 Total:		**3,980**	**391**	**56**	**447**	**60**	**412**	**472**
64	Government Office	31,332	SF	744	52	6	58	24	52	76
64	Light Industrial	544,932	SF	3,842	394	54	448	57	415	472
64	Office	36,168	SF	338	42	6	48	8	38	46
64	Warehousing and Distribution	1,147,745	SF	4,133	243	65	308	82	246	328
		TAZ 64 Total:		**9,057**	**731**	**131**	**862**	**171**	**751**	**922**
65	Commercial Storage	106,781	SF	385	23	6	29	8	23	31
65	Light Industrial	160,553	SF	1,132	116	16	132	17	122	139
65	Warehousing and Distribution	933,808	SF	3,363	198	53	251	67	200	267
		TAZ 65 Total:		**4,880**	**337**	**75**	**412**	**92**	**345**	**437**
66	Light Industrial	266,764	SF	1,881	193	26	219	28	203	231
66	Office	26,378	SF	247	31	4	35	6	28	34
66	Warehousing and Distribution	490,954	SF	1,768	104	28	132	35	105	140
		TAZ 66 Total:		**3,896**	**328**	**58**	**386**	**69**	**336**	**405**
67	Agricultural	510	SF	--	--	--	--	--	--	--
67	Open Storage	162	SF	--	--	--	--	--	--	--
67	Single Family Detached	2	DU	16	0	1	1	1	1	2
67	Warehousing and Distribution	31,292	SF	113	7	2	9	2	7	9
		TAZ 67 Total:		**129**	**7**	**3**	**10**	**3**	**8**	**11**
68	Light Industrial	217,827	SF	1,536	157	21	178	23	166	189
68	Open Storage	7,410	SF	--	--	--	--	--	--	--
68	Warehousing and Distribution	108,973	SF	392	23	6	29	8	23	31
		TAZ 68 Total:		**1,928**	**180**	**27**	**207**	**31**	**189**	**220**
69	Heavy Manufacturing	399,840	SF	1,545	203	57	260	94	167	261
69	Light Industrial	312,255	SF	2,201	226	31	257	32	238	270
69	Office	31,584	SF	296	37	5	42	7	33	40
69	Warehousing and Distribution	109,568	SF	395	23	6	29	8	23	31
		TAZ 69 Total:		**4,437**	**489**	**99**	**588**	**141**	**461**	**602**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
70	Heavy Manufacturing	288,590	SF	1,115	147	41	188	68	120	188
70	Light Industrial	47,424	SF	334	34	5	39	5	36	41
70	Open Storage	1,038	SF	--	--	--	--	--	--	--
70	Utility	13,430	SF	--	--	--	--	--	--	--
70	Warehousing and Distribution	748,865	SF	2,697	158	42	200	53	160	213
		TAZ 70 Total:		**4,146**	**339**	**88**	**427**	**126**	**316**	**442**
71	Light Industrial	270,923	SF	1,910	196	27	223	28	206	234
71	Retail	3,859	SF	141	2	1	3	6	6	12
71	*Pass-by Trips*			*(14)*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*
71	Warehousing and Distribution	236,442	SF	851	50	13	63	17	51	68
		TAZ 71 Total:		**2,888**	**248**	**41**	**289**	**49**	**261**	**310**
72	Heavy Manufacturing	62,957	SF	243	32	9	41	15	26	41
72	Light Industrial	565,184	SF	3,985	408	56	464	59	431	490
72	Warehousing and Distribution	1,349,477	SF	4,859	285	76	361	96	289	385
		TAZ 72 Total:		**9,087**	**725**	**141**	**866**	**170**	**746**	**916**
73	Retail	496,223	SF	16,351	206	131	337	775	807	1,582
73	*Pass-by Trips*			*(1,635)*	*(21)*	*(13)*	*(34)*	*(190)*	*(198)*	*(388)*
		TAZ 73 Total:		**14,716**	**185**	**118**	**303**	**585**	**609**	**1,194**
74	Retail	203,717	SF	9,167	121	78	199	427	444	871
74	*Pass-by Trips*			*(917)*	*(12)*	*(8)*	*(20)*	*(136)*	*(141)*	*(277)*
		TAZ 74 Total:		**8,250**	**109**	**70**	**179**	**291**	**303**	**594**
75	Retail	609,271	SF	18,685	232	148	380	889	926	1,815
75	*Pass-by Trips*			*(1,869)*	*(23)*	*(15)*	*(38)*	*(205)*	*(214)*	*(419)*
		TAZ 75 Total:		**16,816**	**209**	**133**	**342**	**684**	**712**	**1,396**
76	Light Industrial	207,761	SF	1,465	150	20	170	22	158	180
76	Warehousing and Distribution	190,365	SF	685	40	11	51	14	41	55
		TAZ 76 Total:		**2,150**	**190**	**31**	**221**	**36**	**199**	**235**
77	Retail	2,659,203	SF	48,690	553	354	907	2,387	2,484	4,871
77	*Pass-by Trips*			*(4,869)*	*(55)*	*(35)*	*(90)*	*(360)*	*(374)*	*(734)*
77	Parking Lot	1.27	Acres	0	0	0	0	0	0	0
		TAZ 77 Total:		**43,821**	**498**	**319**	**817**	**2,027**	**2,110**	**4,137**
78	Office	30,624	SF	287	36	5	41	7	32	39
78	Retail	491,357	SF	16,247	204	131	335	770	801	1,571
78	*Pass-by Trips*			*(1,625)*	*(20)*	*(13)*	*(33)*	*(189)*	*(197)*	*(386)*
		TAZ 78 Total:		**14,909**	**220**	**123**	**343**	**588**	**636**	**1,224**
79	Office	55,724	SF	521	65	9	74	12	59	71
79	Retail	180,619	SF	8,477	113	73	186	394	410	804
79	*Pass-by Trips*			*(848)*	*(11)*	*(7)*	*(18)*	*(130)*	*(135)*	*(265)*
		TAZ 79 Total:		**8,150**	**167**	**75**	**242**	**276**	**334**	**610**
80	Recreational Facility	8,478	SF	14	--	--	--	0	1	1
80	Retail	313,056	SF	12,120	157	100	257	569	593	1,162
80	*Pass-by Trips*			*(1,212)*	*(16)*	*(10)*	*(26)*	*(160)*	*(166)*	*(326)*
		TAZ 80 Total:		**10,922**	**141**	**90**	**231**	**409**	**428**	**837**
81	Retail	666,651	SF	19,810	245	156	401	945	983	1,928
81	*Pass-by Trips*			*(1,981)*	*(25)*	*(16)*	*(41)*	*(213)*	*(221)*	*(434)*
		TAZ 81 Total:		**17,829**	**220**	**140**	**360**	**732**	**762**	**1,494**
82	Retail	143,633	SF	7,304	99	63	162	338	351	689
82	*Pass-by Trips*			*(730)*	*(10)*	*(6)*	*(16)*	*(119)*	*(123)*	*(242)*
		TAZ 82 Total:		**6,574**	**89**	**57**	**146**	**219**	**228**	**447**
83	Office	614,239	SF	4,588	599	82	681	113	551	664
		TAZ 83 Total:		**4,588**	**599**	**82**	**681**	**113**	**551**	**664**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
84	Retail	81,763	SF	2,984	42	27	69	127	132	259
84	*Pass-by Trips*			*(298)*	*(4)*	*(3)*	*(7)*	*(43)*	*(45)*	*(88)*
84	School Administration Office	3,219	SF	76	5	1	6	2	5	7
		TAZ 84 Total:		**2,762**	**43**	**25**	**68**	**86**	**92**	**178**
85	Retail	84,870	SF	3,098	44	28	72	132	137	269
85	*Pass-by Trips*			*(310)*	*(4)*	*(3)*	*(7)*	*(45)*	*(47)*	*(92)*
		TAZ 85 Total:		**2,788**	**40**	**25**	**65**	**87**	**90**	**177**
86	Light Industrial	292,362	SF	2,061	211	29	240	30	223	253
86	Open Storage	189	SF	--	--	--	--	--	--	--
86	Retail	23,190	SF	846	12	8	20	36	37	73
86	*Pass-by Trips*			*(85)*	*(1)*	*(1)*	*(2)*	*(12)*	*(13)*	*(25)*
86	Single Family Detached	3	DU	24	0	1	1	2	1	3
86	Warehousing and Distribution	171,875	SF	619	36	10	46	12	37	49
		TAZ 86 Total:		**3,465**	**258**	**47**	**305**	**68**	**285**	**353**
87	Light Industrial	62,848	SF	443	45	6	51	7	48	55
87	Warehousing and Distribution	1,012,835	SF	3,647	214	57	271	72	217	289
		TAZ 87 Total:		**4,090**	**259**	**63**	**322**	**79**	**265**	**344**
88	Light Industrial	634,957	SF	4,477	459	63	522	66	484	550
88	Open Storage	362	SF	--	--	--	--	--	--	--
88	Warehousing and Distribution	616,197	SF	2,219	130	35	165	44	132	176
		TAZ 88 Total:		**6,696**	**589**	**98**	**687**	**110**	**616**	**726**
89	Light Industrial	55,102	SF	388	40	5	45	6	42	48
89	Retail	6,317	SF	231	3	2	5	10	10	20
89	*Pass-by Trips*			*(23)*	*0*	*0*	*0*	*(3)*	*(3)*	*(6)*
89	Truck Rental	13,410	SF	489	7	4	11	21	22	43
89	Warehousing and Distribution	944,940	SF	3,403	200	53	253	67	202	269
		TAZ 89 Total:		**4,488**	**250**	**64**	**314**	**101**	**273**	**374**
90	Warehousing and Distribution	595,156	SF	2,143	126	33	159	42	127	169
		TAZ 90 Total:		**2,143**	**126**	**33**	**159**	**42**	**127**	**169**
91	Light Industrial	546,606	SF	3,854	395	54	449	57	416	473
91	Single Family Detached	1	DU				--			--
91	Warehousing and Distribution	534,785	SF	1,926	113	30	143	38	115	153
		TAZ 91 Total:		**5,780**	**508**	**84**	**592**	**95**	**531**	**626**
92	Light Industrial	42,124	SF	297	30	4	34	4	32	36
92	Multiple Use	255,000	SF	4,603	199	50	249	164	293	457
92	Office	364,894	SF	3,072	395	54	449	72	354	426
92	Retail	8,531	SF	311	4	3	7	13	14	27
92	*Pass-by Trips*			*(31)*	*0*	*0*	*0*	*(4)*	*(5)*	*(9)*
92	Warehousing and Distribution	754,916	SF	2,718	160	42	202	54	162	216
		TAZ 92 Total:		**10,970**	**788**	**153**	**941**	**303**	**850**	**1,153**
93	Warehousing and Distribution	732,020	SF	2,636	155	41	196	52	157	209
		TAZ 93 Total:		**2,636**	**155**	**41**	**196**	**52**	**157**	**209**
94	Warehousing and Distribution	418,269	SF	1,506	88	24	112	30	90	120
		TAZ 94 Total:		**1,506**	**88**	**24**	**112**	**30**	**90**	**120**
95	Light Industrial	218,260	SF	1,539	158	22	180	23	166	189
95	Warehousing and Distribution	343,211	SF	1,236	73	19	92	25	74	99
		TAZ 95 Total:		**2,775**	**231**	**41**	**272**	**48**	**240**	**288**
96	Retail	20,764	SF	758	11	7	18	32	34	66
96	*Pass-by Trips*			*(76)*	*(1)*	*(1)*	*(2)*	*(11)*	*(12)*	*(23)*
		TAZ 96 Total:		**682**	**10**	**6**	**16**	**21**	**22**	**43**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
97	Heavy Manufacturing	115,570	SF	447	59	17	76	27	48	75
97	Light Industrial	112,130	SF	791	81	11	92	12	85	97
97	Warehousing and Distribution	917,136	SF	3,303	194	52	246	65	196	261
		TAZ 97 Total:		**4,541**	**334**	**80**	**414**	**104**	**329**	**433**
98	Warehousing and Distribution	246,915	SF	889	52	14	66	18	53	71
		TAZ 98 Total:		**889**	**52**	**14**	**66**	**18**	**53**	**71**
99	Retail	19,339	SF	706	10	6	16	30	31	61
99	*Pass-by Trips*			*(71)*	*(1)*	*(1)*	*(2)*	*(10)*	*(11)*	*(21)*
99	Warehousing and Distribution	290,434	SF	1,046	61	16	77	21	62	83
		TAZ 99 Total:		**1,681**	**70**	**21**	**91**	**41**	**82**	**123**
100	Light Industrial	18,932	SF	133	14	2	16	2	14	16
		TAZ 100 Total:		**133**	**14**	**2**	**16**	**2**	**14**	**16**
101	Retail	13,006	SF	475	7	4	11	20	21	41
101	*Pass-by Trips*			*(48)*	*(1)*	*0*	*(1)*	*(7)*	*(7)*	*(14)*
101	Warehousing and Distribution	1,235,689	SF	4,450	261	69	330	88	265	353
		TAZ 101 Total:		**4,877**	**267**	**73**	**340**	**101**	**279**	**380**
102	Light Industrial	202,019	SF	1,424	146	20	166	21	154	175
102	Office	79,832	SF	747	93	13	106	17	84	101
102	Warehousing and Distribution	233,879	SF	842	49	13	62	17	50	67
		TAZ 102 Total:		**3,013**	**288**	**46**	**334**	**55**	**288**	**343**
103	Commercial Storage	68,546	SF	247	14	4	18	5	15	20
103	Heavy Manufacturing	24,881	SF	96	13	4	17	6	10	16
103	Warehousing and Distribution	141,104	SF	508	30	8	38	10	30	40
		TAZ 103 Total:		**851**	**57**	**16**	**73**	**21**	**55**	**76**
104	Truck/Bus Terminal	7.93	Acres	552	20	29	49	19	25	44
104	Warehousing and Distribution	372,577	SF	1,342	79	21	100	27	80	107
		TAZ 104 Total:		**1,894**	**99**	**50**	**149**	**46**	**105**	**151**
105	Warehousing and Distribution	2,611,366	SF	9,403	552	147	699	186	559	745
		TAZ 105 Total:		**9,403**	**552**	**147**	**699**	**186**	**559**	**745**
106	Warehousing and Distribution	1,350,312	SF	4,862	286	76	362	96	289	385
		TAZ 106 Total:		**4,862**	**286**	**76**	**362**	**96**	**289**	**385**
107	Light Industrial	139,029	SF	980	100	14	114	14	106	120
107	Single Family Detached	1	DU	8	0	0	0	1	0	1
107	Warehousing and Distribution	437,327	SF	1,575	93	25	118	31	94	125
		TAZ 107 Total:		**2,563**	**193**	**39**	**232**	**46**	**200**	**246**
108	High School	31,969	SF	350	59	24	83	14	12	26
108	Light Industrial	35,497	SF	250	26	3	29	4	27	31
108	Open Storage	13,154	SF	--	--	--	--	--	--	--
108	Warehousing and Distribution	242,146	SF	872	51	14	65	17	52	69
		TAZ 108 Total:		**1,472**	**136**	**41**	**177**	**35**	**91**	**126**
109	Light Industrial	119,589	SF	843	86	12	98	12	91	103
109	Warehousing and Distribution	830,415	SF	2,990	176	47	223	59	178	237
		TAZ 109 Total:		**3,833**	**262**	**59**	**321**	**71**	**269**	**340**
110	Government Office	11,407	SF	271	19	2	21	9	19	28
110	Light Industrial	81,867	SF	577	59	8	67	9	62	71
110	Warehousing and Distribution	1,290,829	SF	4,648	273	73	346	92	276	368
		TAZ 110 Total:		**5,496**	**351**	**83**	**434**	**110**	**357**	**467**
111	Warehousing and Distribution	1,382,830	SF	4,979	292	78	370	99	296	395
		TAZ 111 Total:		**4,979**	**292**	**78**	**370**	**99**	**296**	**395**
113	Retail	19,647	SF	717	10	7	17	31	32	63
113	*Pass-by Trips*			*(72)*	*(1)*	*(1)*	*(2)*	*(11)*	*(11)*	*(22)*
113	Warehousing and Distribution	99,962	SF	360	21	6	27	7	21	28
		TAZ 113 Total:		**1,005**	**30**	**12**	**42**	**27**	**42**	**69**

TABLE B-1 (Continued)
EXISTING (YEAR 2010)
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Out
114	Light Industrial	80,164	SF	565	58	8	66	8	61	69
114	Warehousing and Distribution	60,068	SF	216	13	3	16	4	13	17
		TAZ 114 Total:		**781**	**71**	**11**	**82**	**12**	**74**	**86**
115	Agricultural	1,201	SF	--	--	--	--	--	--	--
115	Retail	574,064	SF	17,975	224	143	367	855	889	1,744
115	*Pass-by Trips*			*(1,798)*	*(22)*	*(14)*	*(36)*	*(201)*	*(209)*	*(410)*
115	Warehousing and Distribution	838,670	SF	3,020	177	47	224	60	180	240
		TAZ 115 Total:		**19,197**	**379**	**176**	**555**	**714**	**860**	**1,574**
116	Commercial Storage	3,766	SF	14	1	0	1	0	1	1
116	Retail	332,852	SF	12,613	162	104	266	593	617	1,210
116	*Pass-by Trips*			*(1,261)*	*(16)*	*(10)*	*(26)*	*(163)*	*(170)*	*(333)*
116	Utility	1,604	SF	--	--	--	--	--	--	--
116	Warehousing and Distribution	1,122,206	SF	4,041	237	63	300	80	240	320
		TAZ 116 Total:		**15,407**	**384**	**157**	**541**	**510**	**688**	**1,198**
117 [d]	Vacant Land	--		--	--	--	--	--	--	--
		TAZ 117 [d] Total:		**0**	**0**	**0**	**0**	**0**	**0**	**0**
118	Warehousing and Distribution	2,677,699	SF	9,642	566	151	717	191	574	765
		TAZ 118 Total:		**9,642**	**566**	**151**	**717**	**191**	**574**	**765**
118 [d]	Vacant Land	--		--	--	--	--	--	--	--
		TAZ 118 [d] Total:		**0**	**0**	**0**	**0**	**0**	**0**	**0**
119	Warehousing and Distribution	2,091,074	SF	7,530	442	118	560	149	448	597
		TAZ 119 Total:		**7,530**	**442**	**118**	**560**	**149**	**448**	**597**
119 [d]	Vacant Land	--		--	--	--	--	--	--	--
		TAZ 119 [d] Total:		**0**	**0**	**0**	**0**	**0**	**0**	**0**
120	Metrolink Station	730	Spc.	1,557	531	133	664	446	323	769
120	Warehousing and Distribution	1,024,088	SF	3,688	217	58	275	73	219	292
		TAZ 120 Total:		**5,245**	**748**	**191**	**939**	**519**	**542**	**1,061**
121	Single Family Detached	1	DU	8	0	0	0	1	0	1
121	Warehousing and Distribution	573,443	SF	2,065	121	32	153	41	123	164
		TAZ 121 Total:		**2,073**	**121**	**32**	**153**	**42**	**123**	**165**
	EXISTING TOTAL [e]	**92,344,195**	**SF**	**654,858**	**37,643**	**9,372**	**47,015**	**19,148**	**43,548**	**62,696**

Notes:

[a] An internal trip reduction of 15% was applied to account for internal trips, transit use, and TDM strategies.

[b] Of the total trip generation for Light Industrial, Heavy Manufacturing, Manufacturing and Assembly, and Warehousing and Distribution, 19%/5%/5% were presumed to be truck trips during the daily/AM peak hour/PM peak hour. A Passenger Car Equivalent (PCE) factor of 2.0 was applied to truck trips.

[c] Retail Pass-by trips consist of 10%, 10%, and 34% for Daily, AM peak hour, and PM peak hour, respectively, except when the square-footage exceeded 100,000, in which case the PM peak hour rate was calculated using the following equation:

$\ln(t) = -0.29*\ln(x) + 5.0$

[d] Industry Business Center.

[e] Existing square footage total reported excludes residential land uses, park/open space, transportation/communication/utilities, vacant land, roads, railroads, and water/water facilities.

TABLE B-2
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Commercial Storage	17	SF	0	0	0	0	0	0	0
1	Light Industrial	57,960	SF	409	42	6	48	6	44	50
1	Manufacturing and Assembly	698	SF	3	0	0	0	0	0	0
1	Warehousing and Distribution	2,858	SF	10	1	0	1	0	1	1
		TAZ 1 Total:		**422**	**43**	**6**	**49**	**6**	**45**	**51**
		GPB minus Existing:		***19***	***2***	***0***	***2***	***0***	***1***	***1***
2	Commercial Storage	65	SF	0	0	0	0	0	0	0
2	Light Industrial	224,414	SF	1,582	162	22	184	23	171	194
2	Manufacturing and Assembly	2,704	SF	10	1	1	2	1	1	2
2	Open Storage	240	SF	--	--	--	--	--	--	--
2	Warehousing and Distribution	11,076	SF	40	2	1	3	1	2	3
		TAZ 2 Total:		**1,632**	**165**	**24**	**189**	**25**	**174**	**199**
		GPB minus Existing:		***71***	***5***	***2***	***7***	***2***	***5***	***7***
3	Commercial Storage	9	SF	0	0	0	0	0	0	0
3	Light Industrial	661	SF	5	0	1	1	0	1	1
3	Manufacturing and Assembly	387	SF	1	0	0	0	0	0	0
3	Warehousing and Distribution	33,079	SF	119	7	2	9	2	7	9
		TAZ 3 Total:		**125**	**7**	**3**	**10**	**2**	**8**	**10**
		GPB minus Existing:		***11***	***0***	***1***	***1***	***0***	***1***	***1***
4	Agricultural	10,890	SF	--	--	--	--	--	--	--
4	Commercial Storage	279	SF	1	0	0	0	0	0	0
4	Light Industrial	493,126	SF	3,477	356	49	405	51	376	427
4	Manufacturing and Assembly	11,687	SF	45	6	2	8	3	5	8
4	Warehousing and Distribution	515,925	SF	1,858	109	29	138	37	110	147
		TAZ 4 Total:		**5,381**	**471**	**80**	**551**	**91**	**491**	**582**
		GPB minus Existing:		***322***	***27***	***6***	***33***	***7***	***27***	***34***
5	Commercial Storage	83	SF	0	0	0	0	0	0	0
5	Light Industrial	5,926	SF	42	4	1	5	1	4	5
5	Manufacturing and Assembly	3,473	SF	13	2	0	2	1	1	2
5	Retail	59,724	SF	2,180	31	20	51	93	96	189
5	*Pass-by Trips*			*(218)*	*(3)*	*(2)*	*(5)*	*(32)*	*(32)*	*(64)*
5	Warehousing and Distribution	240,731	SF	867	51	13	64	17	52	69
		TAZ 5 Total:		**2,884**	**85**	**32**	**117**	**80**	**121**	**201**
		GPB minus Existing:		***207***	***11***	***2***	***13***	***6***	***12***	***18***
6	Golf Course	48,261	SF	547	27	7	34	19	24	43
6	Single Family Detached	3	DU	24	0	2	2	2	1	3
		TAZ 6 Total:		**571**	**27**	**9**	**36**	**21**	**25**	**46**
		GPB minus Existing:		***0***	***0***	***1***	***1***	***0***	***1***	***1***
7	Agricultural	19,242	SF	--	--	--	--	--	--	--
7	Golf Course	5,763	SF	547	27	7	34	19	24	43
		TAZ 7 Total:		**547**	**27**	**7**	**34**	**19**	**24**	**43**
		GPB minus Existing:		***0***	***0***	***0***	***0***	***0***	***1***	***1***
8	Commercial Storage	40	SF	0	0	0	0	0	0	0
8	Light Industrial	17,821	SF	126	13	2	15	2	13	15
8	Manufacturing and Assembly	1,691	SF	7	1	0	1	0	1	1
8	Open Storage	4,574	SF	--	--	--	--	--	--	--
8	Warehousing and Distribution	125,012	SF	450	26	7	33	9	27	36
		TAZ 8 Total:		**583**	**40**	**9**	**49**	**11**	**41**	**52**
		GPB minus Existing:		***49***	***4***	***1***	***5***	***1***	***5***	***6***
9	Commercial Storage	2	SF	0	0	0	0	0	0	0
9	Light Industrial	143	SF	1	0	0	0	0	0	0
9	Manufacturing and Assembly	84	SF	0	0	0	0	0	0	0
9	Middle School	87,763	SF	1,028	178	147	325	46	43	89
9	Single Family Detached	5	DU	41	1	2	3	3	1	4
9	Warehousing and Distribution	344	SF	1	0	0	0	0	0	0
9	Water and Water Facility	240	SF	--	--	--	--	--	--	--
		TAZ 9 Total:		**1,071**	**179**	**149**	**328**	**49**	**44**	**93**
		GPB minus Existing:		***2***	***0***	***1***	***1***	***0***	***(1)***	***(1)***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
10	Commercial Storage	32	SF	0	0	0	0	0	0	0
10	Light Industrial	110,704	SF	780	80	11	91	12	84	96
10	Manufacturing and Assembly	1,335	SF	5	1	0	1	0	1	1
10	Open Storage	197	SF	--	--	--	--	--	--	--
10	Warehousing and Distribution	5,468	SF	20	1	0	1	0	2	2
		TAZ 10 Total:		**805**	**82**	**11**	**93**	**12**	**87**	**99**
		GPB minus Existing:		***35***	***3***	***0***	***3***	***1***	***4***	***5***
11	Commercial Storage	258	SF	1	0	0	0	0	0	0
11	Heavy Manufacturing	18,540	SF	72	9	3	12	4	8	12
11	Light Industrial	354,007	SF	2,496	256	35	291	37	269	306
11	Manufacturing and Assembly	10,802	SF	42	5	2	7	3	4	7
11	Warehousing and Distribution	569,164	SF	2,050	120	32	152	41	122	163
		TAZ 11 Total:		**4,661**	**390**	**72**	**462**	**85**	**403**	**488**
		GPB minus Existing:		***302***	***25***	***6***	***31***	***8***	***24***	***32***
12	Commercial Storage	617	SF	2	0	0	0	0	0	0
12	Light Industrial	1,428,098	SF	10,068	1,032	141	1,173	148	1,088	1,236
12	Manufacturing and Assembly	25,812	SF	100	13	4	17	6	11	17
12	Warehousing and Distribution	821,800	SF	2,959	174	46	220	59	176	235
		TAZ 12 Total:		**13,129**	**1,219**	**191**	**1,410**	**213**	**1,275**	**1,488**
		GPB minus Existing:		***701***	***59***	***13***	***72***	***16***	***58***	***74***
13	Commercial Storage	198	SF	1	0	0	0	0	0	0
13	Heavy Manufacturing	317,260	SF	1,226	161	46	207	74	133	207
13	Light Industrial	319,960	SF	2,256	231	32	263	33	244	277
13	Manufacturing and Assembly	8,295	SF	32	4	1	5	2	3	5
13	Middle School	81,529	SF	955	166	135	301	43	39	82
13	Warehousing and Distribution	88,160	SF	317	19	5	24	6	19	25
		TAZ 13 Total:		**4,787**	**581**	**219**	**800**	**158**	**438**	**596**
		GPB minus Existing:		***237***	***19***	***5***	***24***	***5***	***19***	***24***
14	Commercial Storage	1,494	SF	5	0	0	0	0	0	0
14	Heavy Manufacturing	3,685,049	SF	14,239	1,873	528	2,401	864	1,537	2,401
14	Light Industrial	829,710	SF	5,850	600	81	681	86	632	718
14	Manufacturing and Assembly	62,528	SF	242	32	9	41	15	26	41
14	Movie Theatre	2,331	SF	766	--	--	--	49	28	77
14	Warehousing and Distribution	960,186	SF	3,458	203	54	257	69	205	274
		TAZ 14 Total:		**24,560**	**2,708**	**672**	**3,380**	**1,083**	**2,428**	**3,511**
		GPB minus Existing:		***1,866***	***159***	***32***	***191***	***43***	***156***	***199***
15	Commercial Storage	300	SF	1	0	0	0	0	0	0
15	Heavy Manufacturing	372,204	SF	1,438	189	53	242	87	155	242
15	Light Industrial	382,670	SF	2,698	277	37	314	40	291	331
15	Manufacturing and Assembly	12,551	SF	48	6	2	8	3	5	8
15	Warehousing and Distribution	341,839	SF	1,231	72	20	92	24	74	98
		TAZ 15 Total:		**5,416**	**544**	**112**	**656**	**154**	**525**	**679**
		GPB minus Existing:		***358***	***30***	***7***	***37***	***8***	***30***	***38***
16	Commercial Storage	77	SF	0	0	0	0	0	0	0
16	Heavy Manufacturing	52,202	SF	202	27	7	34	12	22	34
16	Light Industrial	125,341	SF	884	91	12	103	13	96	109
16	Manufacturing and Assembly	3,217	SF	12	2	0	2	1	1	2
16	Warehousing and Distribution	103,220	SF	372	22	6	28	7	22	29
		TAZ 16 Total:		**1,470**	**142**	**25**	**167**	**33**	**141**	**174**
		GPB minus Existing:		***90***	***9***	***1***	***10***	***2***	***8***	***10***
17	Office	544	SF	5	1	0	1	0	1	1
17	Retail	15,470	SF	565	8	5	13	24	25	49
17	*Pass-by Trips*			*(57)*	*(1)*	-	*(1)*	*(8)*	*(9)*	*(17)*
		TAZ 17 Total:		**513**	**8**	**5**	**13**	**16**	**17**	**33**
		GPB minus Existing:		***104***	***3***	***1***	***4***	***3***	***4***	***7***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
18	Commercial Storage	67	SF	0	0	0	0	0	0	0
18	Fire Station	3,661	SF	87	6	1	7	3	6	9
18	Light Industrial	4,812	SF	34	3	1	4	0	4	4
18	Manufacturing and Assembly	2,820	SF	11	1	1	2	1	1	2
18	Warehousing and Distribution	145,071	SF	522	31	8	39	10	31	41
		TAZ 18 Total:		**654**	**41**	**11**	**52**	**14**	**42**	**56**
		GPB minus Existing:		*(154)*	*3*	*-*	*3*	*(6)*	*(1)*	*(7)*
19	Commercial Storage	13	SF	0	0	0	0	0	0	0
19	Light Industrial	44,229	SF	312	32	4	36	5	33	38
19	Manufacturing and Assembly	532	SF	2	0	0	0	0	0	0
19	Warehousing and Distribution	2,181	SF	8	0	1	1	0	1	1
		TAZ 19 Total:		**322**	**32**	**5**	**37**	**5**	**34**	**39**
		GPB minus Existing:		*14*	*0*	*1*	*1*	*0*	*1*	*1*
20	Commercial Storage	31	SF	0	0	0	0	0	0	0
20	Light Industrial	2,235	SF	16	2	0	2	0	2	2
20	Manufacturing and Assembly	1,309	SF	5	1	0	1	0	1	1
20	Warehousing and Distribution	5,363	SF	19	1	0	1	0	2	2
		TAZ 20 Total:		**40**	**4**	**0**	**4**	**0**	**5**	**5**
		GPB minus Existing:		*(233)*	*0*	*(3)*	*(3)*	*(9)*	*(4)*	*(13)*
21	Commercial Storage	488	SF	2	0	0	0	0	0	0
21	Light Industrial	515,631	SF	3,635	373	50	423	54	392	446
21	Manufacturing and Assembly	20,418	SF	79	10	3	13	5	8	13
21	Warehousing and Distribution	1,014,139	SF	3,652	215	57	272	72	218	290
		TAZ 21 Total:		**7,368**	**598**	**110**	**708**	**131**	**618**	**749**
		GPB minus Existing:		*(63)*	*41*	*4*	*45*	*(6)*	*27*	*21*
22	Commercial Storage	72	SF	0	0	0	0	0	0	0
22	Heavy Manufacturing	1,493	SF	6	1	0	1	0	1	1
22	Light Industrial	205,832	SF	1,451	149	20	169	21	157	178
22	Manufacturing and Assembly	3,002	SF	12	2	0	2	1	1	2
22	Warehousing and Distribution	34,237	SF	123	7	2	9	2	8	10
		TAZ 22 Total:		**1,592**	**159**	**22**	**181**	**24**	**167**	**191**
		GPB minus Existing:		*29*	*6*	*0*	*6*	*0*	*5*	*5*
23	Commercial Storage	87	SF	0	0	0	0	0	0	0
23	Light Industrial	212,992	SF	1,502	154	21	175	22	162	184
23	Manufacturing and Assembly	3,642	SF	14	2	-	2	1	1	2
23	Multiple Use	3,420	SF	62	3	-	3	2	4	6
23	Single Family Detached	1	DU	8	0	1	1	1	0	1
23	Warehousing and Distribution	101,033	SF	364	21	6	27	7	22	29
		TAZ 23 Total:		**1,950**	**180**	**28**	**208**	**33**	**189**	**222**
		GPB minus Existing:		*99*	*8*	*1*	*9*	*2*	*7*	*9*
24	Light Industrial	5,971	SF	42	4	1	5	1	4	5
24	Office	1,827	SF	17	2	0	2	0	2	2
24	Retail	45,563	SF	1,663	24	15	39	71	73	144
24	*Pass-by Trips*			*(166)*	*(2)*	*(2)*	*(4)*	*(24)*	*(25)*	*(49)*
		TAZ 24 Total:		**1,556**	**28**	**14**	**42**	**48**	**54**	**102**
		GPB minus Existing:		*336*	*7*	*2*	*9*	*10*	*11*	*21*
25	Commercial Storage	221	SF	1	0	0	0	0	0	0
25	Light Industrial	469,541	SF	3,310	339	47	386	49	357	406
25	Manufacturing and Assembly	9,258	SF	36	5	1	6	2	4	6
25	Warehousing and Distribution	337,462	SF	1,215	71	19	90	24	72	96
		TAZ 25 Total:		**4,562**	**415**	**67**	**482**	**75**	**433**	**508**
		GPB minus Existing:		*252*	*21*	*5*	*26*	*6*	*20*	*26*

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
26	Commercial Storage	120	SF	0	0	0	0	0	0	0
26	Light Industrial	8,577	SF	60	6	1	7	1	6	7
26	Manufacturing and Assembly	5,026	SF	19	3	-	3	1	2	3
26	Single Family Detached	1	DU	8	0	1	1	1	0	1
26	Warehousing and Distribution	422,565	SF	1,522	89	24	113	30	91	121
		TAZ 26 Total:		**1,609**	**98**	**26**	**124**	**33**	**99**	**132**
		GPB minus Existing:		***143***	***12***	***3***	***15***	***3***	***12***	***15***
27	Commercial Storage	540	SF	2	0	0	0	0	0	0
27	Heavy Manufacturing	216,023	SF	835	110	31	141	51	90	141
27	Light Industrial	1,005,831	SF	7,091	727	99	826	104	767	871
27	Manufacturing and Assembly	22,605	SF	87	11	4	15	5	10	15
27	Warehousing and Distribution	750,066	SF	2,701	159	42	201	54	160	214
		TAZ 27 Total:		**10,716**	**1,007**	**176**	**1,183**	**214**	**1,027**	**1,241**
		GPB minus Existing:		***626***	***53***	***12***	***65***	***15***	***53***	***68***
28	Commercial Storage	439	SF	2	0	0	0	0	0	0
28	Light Industrial	788,326	SF	5,558	570	77	647	82	600	682
28	Manufacturing and Assembly	18,367	SF	71	9	3	12	4	8	12
28	Single Family Detached	1	DU	8	0	1	1	1	0	1
28	Warehousing and Distribution	812,632	SF	2,926	172	46	218	58	174	232
		TAZ 28 Total:		**8,565**	**751**	**127**	**878**	**145**	**782**	**927**
		GPB minus Existing:		***506***	***43***	***10***	***53***	***12***	***42***	***54***
29	Commercial Storage	283	SF	1	0	0	0	0	0	0
29	Government Office	1,698	SF	40	3	0	3	1	3	4
29	Light Industrial	155,894	SF	1,099	113	15	128	16	119	135
29	Manufacturing and Assembly	11,831	SF	46	6	2	8	3	5	8
29	Warehousing and Distribution	873,648	SF	3,146	185	49	234	62	188	250
		TAZ 29 Total:		**4,332**	**307**	**66**	**373**	**82**	**315**	**397**
		GPB minus Existing:		***335***	***29***	***6***	***35***	***8***	***30***	***38***
30	Commercial Storage	416	SF	1	0	0	0	0	0	0
30	Light Industrial	127,319	SF	898	92	13	105	13	97	110
30	Manufacturing and Assembly	17,400	SF	67	9	2	11	4	7	11
30	Office	3,004	SF	28	3	1	4	1	3	4
30	Retail	85,393	SF	3,117	44	29	73	133	138	271
30	*Pass-by Trips*			*(312)*	*(4)*	*(3)*	*(7)*	*(45)*	*(47)*	*(92)*
30	Warehousing and Distribution	1,389,320	SF	5,003	294	78	372	99	298	397
		TAZ 30 Total:		**8,802**	**438**	**120**	**558**	**205**	**496**	**701**
		GPB minus Existing:		***1,066***	***54***	***14***	***68***	***29***	***64***	***93***
31	Commercial Storage	65	SF	0	0	0	0	0	0	0
31	Light Industrial	4,655	SF	33	3	1	4	0	4	4
31	Manufacturing and Assembly	2,728	SF	11	1	1	2	1	1	2
31	Warehousing and Distribution	233,126	SF	839	49	13	62	17	50	67
		TAZ 31 Total:		**883**	**53**	**15**	**68**	**18**	**55**	**73**
		GPB minus Existing:		***78***	***6***	***2***	***8***	***2***	***7***	***9***
32	Commercial Storage	36	SF	0	0	0	0	0	0	0
32	Government Office	78,748	SF	1,869	132	16	148	59	132	191
32	Light Industrial	2,578	SF	18	2	0	2	0	2	2
32	Manufacturing and Assembly	1,511	SF	6	1	0	1	0	1	1
32	Warehousing and Distribution	50,916	SF	183	11	3	14	4	11	15
		TAZ 32 Total:		**2,076**	**146**	**19**	**165**	**63**	**146**	**209**
		GPB minus Existing:		***45***	***4***	***0***	***4***	***1***	***4***	***5***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
33	Commercial Storage	157	SF	1	0	0	0	0	0	0
33	Community College	339,900	SF	7,942	639	225	864	426	308	734
33	Light Industrial	209,071	SF	1,474	151	21	172	22	159	181
33	Manufacturing and Assembly	6,579	SF	25	3	1	4	2	2	4
33	Office	1,653	SF	15	2	0	2	0	2	2
33	Retail	46,984	SF	1,715	24	16	40	73	76	149
33	*Pass-by Trips*			*(172)*	*(2)*	*(2)*	*(4)*	*(25)*	*(26)*	*(51)*
33	Warehousing and Distribution	26,943	SF	97	6	1	7	2	6	8
		TAZ 33 Total:		**11,097**	**823**	**262**	**1,085**	**500**	**527**	**1,027**
		GPB minus Existing:		***505***	***22***	***5***	***27***	***14***	***27***	***41***
34	Big Box Retail	18,152	SF	820	14	12	26	35	36	71
34	Office	298,202	SF	2,630	336	46	382	62	301	363
34	Retail	223,027	SF	9,723	128	82	210	454	472	926
34	*Pass-by Trips*			*(972)*	*(13)*	*(8)*	*(21)*	*(140)*	*(146)*	*(286)*
		TAZ 34 Total:		**12,201**	**465**	**132**	**597**	**411**	**663**	**1,074**
		GPB minus Existing:		***2,838***	***54***	***29***	***83***	***121***	***137***	***258***
35	Park/Open Space	19.50	Acres	829	54	54	108	37	38	75
		TAZ 35 Total:		**829**	**54**	**54**	**108**	**37**	**38**	**75**
		GPB minus Existing:		***0***	***0***	***0***	***0***	***0***	***1***	***1***
36	Commercial Storage	296	SF	1	0	0	0	0	0	0
36	Light Industrial	337,075	SF	2,376	244	33	277	35	257	292
36	Manufacturing and Assembly	12,383	SF	48	6	2	8	3	5	8
36	Utility	954	SF	--	--	--	--	--	--	--
36	Warehousing and Distribution	570,003	SF	2,053	121	32	153	41	122	163
		TAZ 36 Total:		**4,478**	**371**	**67**	**438**	**79**	**384**	**463**
		GPB minus Existing:		***(91)***	***24***	***3***	***27***	***(5)***	***15***	***10***
37	Commercial Storage	130	SF	0	0	0	0	0	0	0
37	Heavy Manufacturing	14,810	SF	57	8	2	10	3	7	10
37	Light Industrial	279,025	SF	1,967	202	27	229	29	213	242
37	Manufacturing and Assembly	5,429	SF	21	3	1	4	1	3	4
37	Truck/Bus Terminal	0.82	Acres	57	2	3	5	2	3	5
37	Warehousing and Distribution	132,391	SF	477	28	7	35	9	29	38
		TAZ 37 Total:		**2,579**	**243**	**40**	**283**	**44**	**255**	**299**
		GPB minus Existing:		***(9)***	***12***	***0***	***12***	***(2)***	***10***	***8***
38	Commercial Storage	640	SF	2	0	0	0	0	0	0
38	Light Industrial	215,089	SF	1,516	155	22	177	22	164	186
38	Manufacturing and Assembly	26,790	SF	104	14	3	17	6	11	17
38	Open Storage	382	SF	--	--	--	--	--	--	--
38	Single Family Detached	2	DU	16	0	1	1	1	1	2
38	Warehousing and Distribution	129,050	SF	465	27	8	35	9	28	37
		TAZ 38 Total:		**2,103**	**196**	**34**	**230**	**38**	**204**	**242**
		GPB minus Existing:		***(6,038)***	***(23)***	***(44)***	***(67)***	***(213)***	***(171)***	***(384)***
39	Commercial Storage	637	SF	2	0	0	0	0	0	0
39	Light Industrial	1,159,462	SF	8,174	838	114	952	120	884	1,004
39	Manufacturing and Assembly	26,658	SF	103	14	3	17	6	11	17
39	Warehousing and Distribution	1,164,142	SF	4,192	246	66	312	83	249	332
		TAZ 39 Total:		**12,471**	**1,098**	**183**	**1,281**	**209**	**1,144**	**1,353**
		GPB minus Existing:		***732***	***62***	***12***	***74***	***16***	***61***	***77***
40	Commercial Storage	217	SF	1	0	0	0	0	0	0
40	Light Industrial	535,100	SF	3,773	387	52	439	56	407	463
40	Manufacturing and Assembly	9,082	SF	35	5	1	6	2	4	6
40	Warehousing and Distribution	256,480	SF	924	54	15	69	18	55	73
		TAZ 40 Total:		**4,733**	**446**	**68**	**514**	**76**	**466**	**542**
		GPB minus Existing:		***248***	***21***	***4***	***25***	***6***	***20***	***26***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
41	Commercial Storage	742	SF	3	0	0	0	0	0	0
41	Heavy Manufacturing	94,894	SF	367	48	14	62	22	40	62
41	Light Industrial	950,542	SF	6,701	687	93	780	99	724	823
41	Manufacturing and Assembly	31,039	SF	120	16	4	20	7	13	20
41	Single Family Detached	1	DU	8	0	1	1	1	0	1
41	Warehousing and Distribution	1,660,769	SF	5,980	351	94	445	119	355	474
		TAZ 41 Total:		**13,179**	**1,102**	**206**	**1,308**	**248**	**1,132**	**1,380**
		GPB minus Existing:		***866***	***74***	***16***	***90***	***21***	***72***	***93***
42	Commercial Storage	114	SF	0	0	0	0	0	0	0
42	Heavy Manufacturing	54,455	SF	210	28	7	35	13	22	35
42	Light Industrial	121,586	SF	857	88	12	100	13	92	105
42	Manufacturing and Assembly	4,793	SF	19	2	1	3	1	2	3
42	Warehousing and Distribution	242,102	SF	872	51	14	65	17	52	69
		TAZ 42 Total:		**1,958**	**169**	**34**	**203**	**44**	**168**	**212**
		GPB minus Existing:		***136***	***11***	***2***	***13***	***3***	***10***	***13***
43	Commercial Storage	310	SF	1	0	0	0	0	0	0
43	Light Industrial	300,707	SF	2,120	217	30	247	31	229	260
43	Manufacturing and Assembly	12,959	SF	50	7	1	8	3	5	8
43	Multi-Family	2	DU	10	0	1	1	1	0	1
43	Multiple Use	58,210	SF	1,051	46	11	57	38	66	104
43	Office	3,678	SF	34	4	1	5	1	4	5
43	Retail	1,246	SF	45	1	0	1	2	2	4
43	*Pass-by Trips*			*(5)*	*0*	*0*	*0*	*(1)*	-	*(1)*
43	Single Family Detached	10	DU	81	2	4	6	5	4	9
43	Warehousing and Distribution	769,105	SF	2,770	163	43	206	55	165	220
		TAZ 43 Total:		**6,157**	**440**	**91**	**531**	**135**	**475**	**610**
		GPB minus Existing:		***407***	***32***	***3***	***35***	***9***	***32***	***41***
44	Commercial Storage	239	SF	1	0	0	0	0	0	0
44	Government Office	65,299	SF	1,550	109	14	123	49	109	158
44	Light Industrial	734,424	SF	5,178	531	72	603	76	560	636
44	Manufacturing and Assembly	9,988	SF	39	5	2	7	2	5	7
44	Nursing Home	86,987	SF	560	29	12	41	28	27	55
44	Single Family Detached	1	DU	8	0	1	1	1	0	1
44	Warehousing and Distribution	128,624	SF	463	27	7	34	9	28	37
		TAZ 44 Total:		**7,799**	**701**	**108**	**809**	**165**	**729**	**894**
		GPB minus Existing:		***268***	***22***	***7***	***29***	***6***	***24***	***30***
45	Commercial Storage	1,220	SF	4	0	0	0	0	0	0
45	Light Industrial	87,143	SF	614	63	9	72	9	66	75
45	Manufacturing and Assembly	51,066	SF	197	26	7	33	12	21	33
45	Warehousing and Distribution	488,176	SF	1,758	103	28	131	35	104	139
		TAZ 45 Total:		**2,573**	**192**	**44**	**236**	**56**	**191**	**247**
		GPB minus Existing:		***(8,906)***	***(3)***	***(58)***	***(61)***	***(353)***	***(275)***	***(628)***
46	Commercial Storage	133	SF	0	0	0	0	0	0	0
46	Light Industrial	268,907	SF	1,896	194	27	221	28	205	233
46	Manufacturing and Assembly	5,561	SF	21	3	1	4	1	3	4
46	Warehousing and Distribution	215,841	SF	777	46	12	58	15	47	62
		TAZ 46 Total:		**2,694**	**243**	**40**	**283**	**44**	**255**	**299**
		GPB minus Existing:		***152***	***13***	***3***	***16***	***3***	***14***	***17***
47	Commercial Storage	270	SF	1	0	0	0	0	0	0
47	Light Industrial	493,340	SF	3,478	356	49	405	51	376	427
47	Manufacturing and Assembly	11,316	SF	44	6	1	7	3	4	7
47	Warehousing and Distribution	492,989	SF	1,775	104	28	132	35	106	141
		TAZ 47 Total:		**5,298**	**466**	**78**	**544**	**89**	**486**	**575**
		GPB minus Existing:		***311***	***26***	***6***	***32***	***7***	***26***	***33***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
48	Commercial Storage	602	SF	2	0	0	0	0	0	0
48	Heavy Manufacturing	47,156	SF	182	24	7	31	11	20	31
48	Light Industrial	537,934	SF	3,793	389	53	442	56	410	466
48	Manufacturing and Assembly	25,182	SF	97	13	3	16	6	10	16
48	Office	6,581	SF	62	8	1	9	1	7	8
48	Post Office	25,771	SF	612	43	5	48	19	43	62
48	Retail	187,052	SF	8,672	115	74	189	403	420	823
48	*Pass-by Trips*			*(867)*	*(12)*	*(7)*	*(19)*	*(131)*	*(137)*	*(268)*
48	Single Family Detached	1	DU	8	0	1	1	1	0	1
48	Warehousing and Distribution	1,584,597	SF	5,706	335	89	424	113	340	453
		TAZ 48 Total:		**18,267**	**915**	**226**	**1,141**	**479**	**1,113**	**1,592**
		GPB minus Existing:		***1,790***	***80***	***23***	***103***	***61***	***113***	***174***
49	Commercial Storage	269	SF	1	0	0	0	0	0	0
49	Light Industrial	210,632	SF	1,485	152	21	173	22	160	182
49	Manufacturing and Assembly	11,280	SF	44	6	1	7	3	4	7
49	Police Station	13,296	SF	316	22	3	25	10	22	32
49	Warehousing and Distribution	568,107	SF	2,046	120	32	152	41	121	162
		TAZ 49 Total:		**3,892**	**300**	**57**	**357**	**76**	**307**	**383**
		GPB minus Existing:		***324***	***28***	***5***	***33***	***8***	***25***	***33***
50	Government Office	76,316	SF	1,811	128	15	143	57	128	185
50	Office	89,897	SF	841	104	14	118	19	95	114
50	Police Station	21,923	SF	520	37	4	41	16	37	53
50	Retail	70,397	SF	2,569	37	23	60	109	114	223
50	*Pass-by Trips*			*(257)*	*(4)*	*(2)*	*(6)*	*(37)*	*(39)*	*(76)*
50	Single Family Detached	10	DU	81	2	4	6	5	4	9
		TAZ 50 Total:		**5,565**	**304**	**58**	**362**	**169**	**339**	**508**
		GPB minus Existing:		***1,251***	***30***	***9***	***39***	***38***	***50***	***88***
51	Office	18,906	SF	177	22	3	25	4	20	24
51	Retail	537,401	SF	17,221	215	138	353	817	851	1,668
51	*Pass-by Trips*			*(1,722)*	*(22)*	*(13)*	*(35)*	*(196)*	*(204)*	*(400)*
		TAZ 51 Total:		**15,676**	**215**	**128**	**343**	**625**	**667**	**1,292**
		GPB minus Existing:		***2,201***	***44***	***19***	***63***	***98***	***119***	***217***
52	Commercial Storage	28	SF	0	0	0	0	0	0	0
52	Light Industrial	68,123	SF	480	49	7	56	7	52	59
52	Manufacturing and Assembly	1,181	SF	5	1	0	1	0	1	1
52	Office	4,644	SF	43	5	1	6	1	5	6
52	Retail	132,007	SF	6,914	94	60	154	319	332	651
52	*Pass-by Trips*			*(691)*	*(9)*	*(6)*	*(15)*	*(115)*	*(119)*	*(234)*
52	Warehousing and Distribution	34,847	SF	125	7	2	9	2	8	10
		TAZ 52 Total:		**6,876**	**147**	**64**	**211**	**214**	**279**	**493**
		GPB minus Existing:		***887***	***18***	***7***	***25***	***35***	***44***	***79***
53	Commercial Storage	137	SF	0	0	0	0	0	0	0
53	Light Industrial	53,542	SF	377	39	5	44	6	40	46
53	Manufacturing and Assembly	5,726	SF	22	3	1	4	1	3	4
53	Office	1,242	SF	12	1	1	2	0	2	2
53	Retail	35,292	SF	1,288	18	12	30	55	57	112
53	*Pass-by Trips*			*(129)*	*(2)*	*(1)*	*(3)*	*(19)*	*(19)*	*(38)*
53	Warehousing and Distribution	445,519	SF	1,604	94	25	119	32	95	127
		TAZ 53 Total:		**3,174**	**153**	**43**	**196**	**75**	**178**	**253**
		GPB minus Existing:		***397***	***18***	***7***	***25***	***11***	***23***	***34***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
54	Commercial Storage	456	SF	2	0	0	0	0	0	0
54	Light Industrial	332,274	SF	2,343	240	33	273	35	253	288
54	Manufacturing and Assembly	19,085	SF	74	10	2	12	4	8	12
54	Open Storage	10,288	SF	--	--	--	--	--	--	--
54	Retail	7,812	SF	285	4	3	7	12	13	25
54	*Pass-by Trips*			*(29)*	*0*	*(1)*	*(1)*	*(4)*	*(5)*	*(9)*
54	Warehousing and Distribution	1,313,731	SF	4,731	278	74	352	94	281	375
		TAZ 54 Total:		**7,406**	**532**	**111**	**643**	**141**	**550**	**691**
		GPB minus Existing:		***552***	***47***	***9***	***56***	***14***	***45***	***59***
55	Commercial Storage	87	SF	0	0	0	0	0	0	0
55	Fire Station	2,190	SF	52	4	0	4	2	3	5
55	Government Office	55,855	SF	1,326	93	12	105	42	93	135
55	Light Industrial	231,789	SF	1,634	167	23	190	24	177	201
55	Manufacturing and Assembly	3,642	SF	14	2	-	2	1	1	2
55	Office	12,545	SF	117	15	2	17	3	13	16
55	Retail	35,455	SF	1,294	18	12	30	55	57	112
55	*Pass-by Trips*			*(129)*	*(2)*	*(1)*	*(3)*	*(19)*	*(19)*	*(38)*
55	Truck/Bus Terminal	5.60	Acres	390	14	21	35	13	18	31
55	Warehousing and Distribution	72,266	SF	260	15	4	19	5	16	21
		TAZ 55 Total:		**4,958**	**326**	**73**	**399**	**126**	**359**	**485**
		GPB minus Existing:		***335***	***13***	***6***	***19***	***10***	***17***	***27***
56	Agricultural	22,885	SF	--	--	--	--	--	--	--
56	Commercial Storage	0	SF	0	0	0	0	0	0	0
56	Golf Course	61,449	SF	547	27	7	34	19	24	43
56	Hotel	521,000	SF	2,028	85	54	139	78	68	146
56	Light Industrial	2	SF	0	0	0	0	0	0	0
56	Manufacturing and Assembly	1	SF	0	0	0	0	0	0	0
56	Multi-Family	4	DU	20	0	1	1	1	1	2
56	Religious Facility	5,092	SF	39	2	-	2	1	1	2
56	Single Family Detached	15	DU	122	2	8	10	8	5	13
56	Warehousing and Distribution	6	SF	0	0	0	0	0	0	0
56	Water and Water Facility	18,572	SF	--	--	--	--	--	--	--
		TAZ 56 Total:		**2,756**	**116**	**70**	**186**	**107**	**99**	**206**
		GPB minus Existing:		***0***	***0***	***0***	***0***	***0***	***0***	***0***
57	High School	178,839	SF	1,959	330	135	465	80	67	147
		TAZ 57 Total:		**1,959**	**330**	**135**	**465**	**80**	**67**	**147**
		GPB minus Existing:		***0***	***0***	***0***	***0***	***0***	***(1)***	***(1)***
58	Commercial Storage	108,638	SF	391	23	6	29	8	23	31
58	Light Industrial	179,813	SF	1,268	130	18	148	19	137	156
58	Manufacturing and Assembly	4,661	SF	18	2	1	3	1	2	3
58	Office	2,234	SF	21	3	0	3	0	3	3
58	Retail	109,556	SF	6,125	84	54	138	282	293	575
58	*Pass-by Trips*			*(613)*	*(8)*	*(6)*	*(14)*	*(107)*	*(112)*	*(219)*
58	Warehousing and Distribution	52,255	SF	188	11	3	14	4	11	15
		TAZ 58 Total:		**7,398**	**245**	**76**	**321**	**207**	**357**	**564**
		GPB minus Existing:		***2,548***	***46***	***23***	***69***	***82***	***94***	***176***
59	Agricultural	759	SF	--	--	--	--	--	--	--
59	Commercial Storage	399	SF	1	0	0	0	0	0	0
59	Heavy Manufacturing	298,680	SF	1,154	152	43	195	70	125	195
59	Light Industrial	381,189	SF	2,687	275	38	313	40	290	330
59	Manufacturing and Assembly	16,707	SF	65	8	3	11	4	7	11
59	Open Storage	574	SF	--	--	--	--	--	--	--
59	Warehousing and Distribution	777,290	SF	2,799	164	44	208	55	167	222
		TAZ 59 Total:		**6,706**	**599**	**128**	**727**	**169**	**589**	**758**
		GPB minus Existing:		***476***	***39***	***10***	***49***	***11***	***40***	***51***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
60	Commercial Storage	113	SF	0	0	0	0	0	0	0
60	Heavy Manufacturing	18,957	SF	73	10	2	12	4	8	12
60	Light Industrial	102,477	SF	722	74	10	84	11	78	89
60	Manufacturing and Assembly	4,750	SF	18	2	1	3	1	2	3
60	Lodge	8,100	SF	158	7	4	11	4	6	10
60	Office	109	SF	1	0	0	0	0	0	0
60	Retail	3,099	SF	113	2	1	3	5	5	10
60	*Pass-by Trips*			*(11)*	*0*	*0*	*0*	*(2)*	*(1)*	*(3)*
60	Utility	15,131	SF	--	--	--	--	--	--	--
60	Warehousing and Distribution	284,653	SF	1,025	60	16	76	20	61	81
		TAZ 60 Total:		**2,099**	**155**	**34**	**189**	**43**	**159**	**202**
		GPB minus Existing:		***154***	***11***	***2***	***13***	***3***	***13***	***16***
61	Railroad	5,822	SF	--	--	--	--	--	--	--
61	Utility	7,176	SF	--	--	--	--	--	--	--
		TAZ 61 Total:		**0**	**0**	**0**	**0**	**0**	**0**	**0**
		GPB minus Existing:		***0***	***0***	***0***	***0***	***0***	***0***	***0***
62	Commercial Storage	545	SF	2	0	0	0	0	0	0
62	Heavy Manufacturing	895,115	SF	3,459	455	128	583	210	373	583
62	Light Industrial	590,538	SF	4,163	427	58	485	61	450	511
62	Manufacturing and Assembly	22,814	SF	88	12	3	15	5	10	15
62	Open Storage	982	SF	--	--	--	--	--	--	--
62	Utility	1,948	SF	--	--	--	--	--	--	--
62	Warehousing and Distribution	507,550	SF	1,828	107	29	136	36	109	145
		TAZ 62 Total:		**9,540**	**1,001**	**218**	**1,219**	**312**	**942**	**1,254**
		GPB minus Existing:		***661***	***56***	***12***	***68***	***14***	***57***	***71***
63	Agricultural	1,890	SF	--	--	--	--	--	--	--
63	Commercial Storage	180	SF	1	0	0	0	0	0	0
63	Light Industrial	520,374	SF	3,669	376	51	427	54	397	451
63	Manufacturing and Assembly	7,522	SF	29	4	1	5	2	3	5
63	Utility	9,780	SF	--	--	--	--	--	--	--
63	Warehousing and Distribution	134,187	SF	483	28	8	36	10	28	38
		TAZ 63 Total:		**4,182**	**408**	**60**	**468**	**66**	**428**	**494**
		GPB minus Existing:		***202***	***17***	***4***	***21***	***6***	***16***	***22***
64	Commercial Storage	513	SF	2	0	0	0	0	0	0
64	Government Office	31,332	SF	744	52	7	59	24	52	76
64	Light Industrial	577,573	SF	4,072	417	57	474	60	440	500
64	Manufacturing and Assembly	21,475	SF	83	11	3	14	5	9	14
64	Office	36,117	SF	338	42	6	48	8	38	46
64	Warehousing and Distribution	1,227,261	SF	4,419	260	69	329	88	263	351
		TAZ 64 Total:		**9,658**	**782**	**142**	**924**	**185**	**802**	**987**
		GPB minus Existing:		***601***	***51***	***11***	***62***	***14***	***51***	***65***
65	Commercial Storage	106,346	SF	383	22	6	28	8	22	30
65	Light Industrial	184,381	SF	1,300	133	18	151	19	141	160
65	Manufacturing and Assembly	14,654	SF	57	7	3	10	3	7	10
65	Warehousing and Distribution	986,964	SF	3,554	209	55	264	70	212	282
		TAZ 65 Total:		**5,294**	**371**	**82**	**453**	**100**	**382**	**482**
		GPB minus Existing:		***414***	***34***	***7***	***41***	***8***	***37***	***45***
66	Commercial Storage	229	SF	1	0	0	0	0	0	0
66	Light Industrial	281,128	SF	1,982	203	28	231	29	214	243
66	Manufacturing and Assembly	9,566	SF	37	5	1	6	2	4	6
66	Office	26,340	SF	247	31	4	35	6	27	33
66	Warehousing and Distribution	526,526	SF	1,896	111	30	141	38	112	150
		TAZ 66 Total:		**4,163**	**350**	**63**	**413**	**75**	**357**	**432**
		GPB minus Existing:		***267***	***22***	***5***	***27***	***6***	***21***	***27***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
67	Commercial Storage	11	SF	0	0	0	0	0	0	0
67	Light Industrial	792	SF	6	1	0	1	0	1	1
67	Manufacturing and Assembly	464	SF	2	0	0	0	0	0	0
67	Open Storage	162	SF	--	--	--	--	--	--	--
67	Single Family Detached	1	DU	8	0	1	1	1	0	1
67	Warehousing and Distribution	32,963	SF	119	7	2	9	2	7	9
		TAZ 67 Total:		**135**	**8**	**3**	**11**	**3**	**8**	**11**
		GPB minus Existing:		***6***	***1***	***-***	***1***	***0***	***0***	***0***
68	Commercial Storage	97	SF	0	0	0	0	0	0	0
68	Light Industrial	223,185	SF	1,573	161	22	183	23	170	193
68	Manufacturing and Assembly	4,078	SF	16	2	1	3	1	2	3
68	Open Storage	7,410	SF	--	--	--	--	--	--	--
68	Warehousing and Distribution	124,872	SF	450	26	7	33	9	27	36
		TAZ 68 Total:		**2,039**	**189**	**30**	**219**	**33**	**199**	**232**
		GPB minus Existing:		***111***	***9***	***3***	***12***	***2***	***10***	***12***
69	Commercial Storage	249	SF	1	0	0	0	0	0	0
69	Heavy Manufacturing	399,840	SF	1,545	203	58	261	94	167	261
69	Light Industrial	327,725	SF	2,311	237	32	269	34	250	284
69	Manufacturing and Assembly	10,410	SF	40	5	2	7	2	5	7
69	Office	31,540	SF	295	37	5	42	7	33	40
69	Warehousing and Distribution	151,398	SF	545	32	9	41	11	32	43
		TAZ 69 Total:		**4,737**	**514**	**106**	**620**	**148**	**487**	**635**
		GPB minus Existing:		***300***	***25***	***7***	***32***	***7***	***26***	***33***
70	Commercial Storage	317	SF	1	0	0	0	0	0	0
70	Heavy Manufacturing	288,590	SF	1,115	147	41	188	68	120	188
70	Light Industrial	69,684	SF	491	50	7	57	7	53	60
70	Manufacturing and Assembly	13,249	SF	51	7	2	9	3	6	9
70	Open Storage	1,038	SF	--	--	--	--	--	--	--
70	Utility	19,277	SF	--	--	--	--	--	--	--
70	Warehousing and Distribution	797,622	SF	2,872	169	45	214	57	171	228
		TAZ 70 Total:		**4,530**	**373**	**95**	**468**	**135**	**350**	**485**
		GPB minus Existing:		***384***	***34***	***7***	***41***	***9***	***34***	***43***
71	Commercial Storage	149	SF	1	0	0	0	0	0	0
71	Light Industrial	279,576	SF	1,971	202	28	230	29	213	242
71	Manufacturing and Assembly	6,237	SF	24	3	1	4	1	3	4
71	Retail	4,082	SF	149	2	1	3	6	7	13
71	*Pass-by Trips*			*(15)*	*0*	*0*	*0*	*(2)*	*(2)*	*(4)*
71	Warehousing and Distribution	260,249	SF	937	55	15	70	19	55	74
		TAZ 71 Total:		**3,067**	**262**	**45**	**307**	**53**	**276**	**329**
		GPB minus Existing:		***179***	***14***	***4***	***18***	***4***	***15***	***19***
72	Commercial Storage	576	SF	2	0	0	0	0	0	0
72	Heavy Manufacturing	62,957	SF	243	32	9	41	15	26	41
72	Light Industrial	602,205	SF	4,246	435	59	494	63	458	521
72	Manufacturing and Assembly	24,128	SF	93	12	4	16	6	10	16
72	Warehousing and Distribution	1,438,377	SF	5,180	304	81	385	103	308	411
		TAZ 72 Total:		**9,764**	**783**	**153**	**936**	**187**	**802**	**989**
		GPB minus Existing:		***677***	***58***	***12***	***70***	***17***	***56***	***73***
73	Auto Dealer	17,680	SF	501	23	8	31	15	24	39
73	Big Box Retail	20,800	SF	939	17	13	30	40	42	82
73	Office	21,651	SF	203	25	4	29	5	22	27
73	Retail	576,944	SF	18,034	224	144	368	858	892	1,750
73	*Pass-by Trips*			*(1,803)*	*(22)*	*(15)*	*(37)*	*(201)*	*(210)*	*(411)*
		TAZ 73 Total:		**17,874**	**267**	**154**	**421**	**717**	**770**	**1,487**
		GPB minus Existing:		***3,158***	***82***	***36***	***118***	***132***	***161***	***293***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
74	Auto Dealer	7,258	SF	206	9	4	13	6	10	16
74	Big Box Retail	8,539	SF	386	7	5	12	16	17	33
74	Office	8,889	SF	83	10	2	12	2	9	11
74	Retail	236,856	SF	10,110	133	85	218	472	492	964
74	*Pass-by Trips*			*(1,011)*	*(13)*	*(9)*	*(22)*	*(143)*	*(150)*	*(293)*
		TAZ 74 Total:		**9,774**	**146**	**87**	**233**	**353**	**378**	**731**
		GPB minus Existing:		***1,524***	***37***	***17***	***54***	***62***	***75***	***137***
75	Big Box Retail	25,539	SF	1,153	20	16	36	49	51	100
75	Office	26,584	SF	249	31	4	35	6	28	34
75	Retail	730,089	SF	21,016	258	165	423	1,004	1,045	2,049
75	*Pass-by Trips*			*(2,102)*	*(26)*	*(16)*	*(42)*	*(220)*	*(229)*	*(449)*
		TAZ 75 Total:		**20,316**	**283**	**169**	**452**	**839**	**895**	**1,734**
		GPB minus Existing:		***3,500***	***74***	***36***	***110***	***155***	***183***	***338***
76	Commercial Storage	116	SF	0	0	0	0	0	0	0
76	Light Industrial	214,523	SF	1,512	155	21	176	22	164	186
76	Manufacturing and Assembly	4,857	SF	19	2	1	3	1	2	3
76	Warehousing and Distribution	208,859	SF	752	44	12	56	15	45	60
		TAZ 76 Total:		**2,283**	**201**	**34**	**235**	**38**	**211**	**249**
		GPB minus Existing:		***133***	***11***	***3***	***14***	***2***	***12***	***14***
77	Auto Dealer	96,012	SF	2,721	123	43	166	82	129	211
77	Big Box Retail	112,955	SF	5,101	90	70	160	217	226	443
77	Office	117,576	SF	1,285	159	22	181	32	159	191
77	Retail	3,095,498	SF	53,744	605	387	992	2,642	2,750	5,392
77	*Pass-by Trips*			*(5,374)*	*(61)*	*(38)*	*(99)*	*(381)*	*(397)*	*(778)*
77	Parking Lot	1.27	Acres	0	0	0	0	0	0	0
		TAZ 77 Total:		**57,477**	**916**	**484**	**1,400**	**2,592**	**2,867**	**5,459**
		GPB minus Existing:		***13,656***	***418***	***165***	***583***	***565***	***757***	***1,322***
78	Big Box Retail	21,880	SF	988	17	14	31	42	44	86
78	Office	53,355	SF	499	62	8	70	11	57	68
78	Retail	593,093	SF	18,361	228	146	374	873	909	1,782
78	*Pass-by Trips*			*(1,836)*	*(23)*	*(14)*	*(37)*	*(203)*	*(212)*	*(415)*
		TAZ 78 Total:		**18,012**	**284**	**154**	**438**	**723**	**798**	**1,521**
		GPB minus Existing:		***3,103***	***64***	***31***	***95***	***135***	***162***	***297***
79	Big Box Retail	9,907	SF	447	8	6	14	19	20	39
79	Office	65,957	SF	617	76	11	87	14	70	84
79	Retail	224,260	SF	9,758	129	82	211	455	474	929
79	*Pass-by Trips*			*(976)*	*(13)*	*(8)*	*(21)*	*(141)*	*(146)*	*(287)*
		TAZ 79 Total:		**9,846**	**200**	**91**	**291**	**347**	**418**	**765**
		GPB minus Existing:		***1,696***	***33***	***16***	***49***	***71***	***84***	***155***
80	Auto Dealer	11,456	SF	325	15	5	20	10	15	25
80	Big Box Retail	13,478	SF	609	11	8	19	26	27	53
80	Office	14,029	SF	131	16	2	18	3	15	18
80	Recreational Facility	8,478	SF	14	--	--	--	0	1	1
80	Retail	364,870	SF	13,389	171	110	281	631	656	1,287
80	*Pass-by Trips*			*(1,339)*	*(17)*	*(11)*	*(28)*	*(169)*	*(176)*	*(345)*
		TAZ 80 Total:		**13,129**	**196**	**114**	**310**	**501**	**538**	**1,039**
		GPB minus Existing:		***2,207***	***55***	***24***	***79***	***92***	***110***	***202***
81	Big Box Retail	27,944	SF	1,262	22	18	40	54	55	109
81	Office	29,087	SF	272	34	4	38	6	31	37
81	Retail	798,848	SF	22,282	272	174	446	1,066	1,110	2,176
81	*Pass-by Trips*			*(2,228)*	*(27)*	*(18)*	*(45)*	*(228)*	*(237)*	*(465)*
		TAZ 81 Total:		**21,588**	**301**	**178**	**479**	**898**	**959**	**1,857**
		GPB minus Existing:		***3,759***	***81***	***38***	***119***	***166***	***197***	***363***
82	Office	6,267	SF	59	7	1	8	1	7	8
82	Retail	178,136	SF	8,401	112	72	184	390	406	796
82	*Pass-by Trips*			*(840)*	*(11)*	*(7)*	*(18)*	*(129)*	*(134)*	*(263)*
		TAZ 82 Total:		**7,620**	**108**	**66**	**174**	**262**	**279**	**541**
		GPB minus Existing:		***1,046***	***19***	***9***	***28***	***43***	***51***	***94***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
83	Office	640,173	SF	4,736	620	84	704	117	571	688
83	Retail	112,000	SF	6,214	85	55	140	286	297	583
83	*Pass-by Trips*			*(621)*	*(9)*	*(5)*	*(14)*	*(108)*	*(112)*	*(220)*
		TAZ 83 Total:		**10,329**	**696**	**134**	**830**	**295**	**756**	**1,051**
		GPB minus Existing:		***5,741***	***97***	***52***	***149***	***182***	***205***	***387***
84	Office	3,708	SF	35	4	1	5	1	4	5
84	Retail	101,991	SF	5,847	81	51	132	269	279	548
84	*Pass-by Trips*			*(585)*	*(8)*	*(5)*	*(13)*	*(104)*	*(109)*	*(213)*
84	School Administration Office	3,219	SF	76	5	1	6	2	6	8
		TAZ 84 Total:		**5,373**	**82**	**48**	**130**	**168**	**180**	**348**
		GPB minus Existing:		***2,611***	***39***	***23***	***62***	***82***	***88***	***170***
85	Office	3,703	SF	35	4	1	5	1	4	5
85	Retail	105,258	SF	5,968	82	53	135	274	286	560
85	*Pass-by Trips*			*(597)*	*(8)*	*(6)*	*(14)*	*(105)*	*(110)*	*(215)*
		TAZ 85 Total:		**5,406**	**78**	**48**	**126**	**170**	**180**	**350**
		GPB minus Existing:		***2,618***	***38***	***23***	***61***	***83***	***90***	***173***
86	Commercial Storage	223	SF	1	0	0	0	0	0	0
86	Light Industrial	306,121	SF	2,158	221	30	251	32	233	265
86	Manufacturing and Assembly	9,322	SF	36	5	1	6	2	4	6
86	Open Storage	189	SF	--	--	--	--	--	--	--
86	Single Family Detached	3	DU	24	0	2	2	2	1	3
86	Warehousing and Distribution	208,789	SF	752	44	12	56	15	45	60
		TAZ 86 Total:		**2,971**	**270**	**45**	**315**	**51**	**283**	**334**
		GPB minus Existing:		***(494)***	***12***	***(2)***	***10***	***(17)***	***(2)***	***(19)***
87	Commercial Storage	314	SF	1	0	0	0	0	0	0
87	Light Industrial	84,782	SF	598	61	9	70	9	64	73
87	Manufacturing and Assembly	13,124	SF	51	7	2	9	3	6	9
87	Warehousing and Distribution	1,059,141	SF	3,814	224	60	284	76	226	302
		TAZ 87 Total:		**4,464**	**292**	**71**	**363**	**88**	**296**	**384**
		GPB minus Existing:		***374***	***33***	***8***	***41***	***9***	***31***	***40***
88	Commercial Storage	365	SF	1	0	0	0	0	0	0
88	Light Industrial	656,347	SF	4,627	474	65	539	68	500	568
88	Manufacturing and Assembly	15,269	SF	59	8	2	10	4	6	10
88	Open Storage	362	SF	--	--	--	--	--	--	--
88	Warehousing and Distribution	674,204	SF	2,428	143	38	181	48	145	193
		TAZ 88 Total:		**7,115**	**625**	**105**	**730**	**120**	**651**	**771**
		GPB minus Existing:		***419***	***36***	***7***	***43***	***10***	***35***	***45***
89	Commercial Storage	315	SF	1	0	0	0	0	0	0
89	Light Industrial	77,217	SF	544	56	7	63	8	59	67
89	Manufacturing and Assembly	13,197	SF	51	7	2	9	3	6	9
89	Truck Rental	13,410	SF	489	7	4	11	21	22	43
89	Warehousing and Distribution	992,043	SF	3,572	210	56	266	71	212	283
		TAZ 89 Total:		**4,657**	**280**	**69**	**349**	**103**	**299**	**402**
		GPB minus Existing:		***169***	***30***	***5***	***35***	***2***	***26***	***28***
90	Commercial Storage	173	SF	1	0	0	0	0	0	0
90	Light Industrial	12,391	SF	87	9	1	10	1	10	11
90	Manufacturing and Assembly	7,261	SF	28	4	1	5	2	3	5
90	Warehousing and Distribution	620,521	SF	2,234	131	35	166	44	133	177
		TAZ 90 Total:		**2,350**	**144**	**37**	**181**	**47**	**146**	**193**
		GPB minus Existing:		***207***	***18***	***4***	***22***	***5***	***19***	***24***
91	Commercial Storage	315	SF	1	0	0	0	0	0	0
91	Light Industrial	565,103	SF	3,984	408	56	464	59	430	489
91	Manufacturing and Assembly	13,193	SF	51	7	2	9	3	6	9
91	Warehousing and Distribution	584,889	SF	2,106	124	33	157	42	125	167
		TAZ 91 Total:		**6,142**	**539**	**91**	**630**	**104**	**561**	**665**
		GPB minus Existing:		***362***	***31***	***7***	***38***	***9***	***30***	***39***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
92	Commercial Storage	232	SF	1	0	0	0	0	0	0
92	Light Industrial	58,409	SF	412	42	6	48	6	45	51
92	Manufacturing and Assembly	9,724	SF	38	5	1	6	2	4	6
92	Multiple Use	255,000	SF	4,603	199	51	250	164	293	457
92	Office	391,799	SF	3,245	418	57	475	77	375	452
92	Retail	123,611	SF	6,625	90	58	148	305	318	623
92	*Pass-by Trips*			*(663)*	*(9)*	*(6)*	*(15)*	*(112)*	*(117)*	*(229)*
92	Warehousing and Distribution	789,194	SF	2,842	167	44	211	56	169	225
		TAZ 92 Total:		**17,103**	**912**	**211**	**1,123**	**498**	**1,087**	**1,585**
		GPB minus Existing:		***6,133***	***124***	***58***	***182***	***195***	***237***	***432***
93	Commercial Storage	213	SF	1	0	0	0	0	0	0
93	Light Industrial	15,241	SF	107	11	2	13	2	11	13
93	Manufacturing and Assembly	8,931	SF	35	5	1	6	2	4	6
93	Warehousing and Distribution	763,218	SF	2,748	161	43	204	54	164	218
		TAZ 93 Total:		**2,891**	**177**	**46**	**223**	**58**	**179**	**237**
		GPB minus Existing:		***255***	***22***	***5***	***27***	***6***	***22***	***28***
94	Commercial Storage	122	SF	0	0	0	0	0	0	0
94	Light Industrial	8,708	SF	61	6	1	7	1	7	8
94	Manufacturing and Assembly	5,103	SF	20	3	-	3	1	2	3
94	Warehousing and Distribution	436,095	SF	1,570	92	25	117	31	94	125
		TAZ 94 Total:		**1,651**	**101**	**26**	**127**	**33**	**103**	**136**
		GPB minus Existing:		***145***	***13***	***2***	***15***	***3***	***13***	***16***
95	Commercial Storage	164	SF	1	0	0	0	0	0	0
95	Light Industrial	228,345	SF	1,610	165	22	187	24	174	198
95	Manufacturing and Assembly	6,850	SF	26	3	1	4	2	2	4
95	Warehousing and Distribution	368,744	SF	1,328	78	21	99	26	79	105
		TAZ 95 Total:		**2,965**	**246**	**44**	**290**	**52**	**255**	**307**
		GPB minus Existing:		***190***	***15***	***3***	***18***	***4***	***15***	***19***
96	Commercial Storage	6	SF	0	0	0	0	0	0	0
96	Light Industrial	432	SF	3	0	0	0	0	0	0
96	Manufacturing and Assembly	253	SF	1	0	0	0	0	0	0
96	Retail	21,966	SF	802	11	8	19	34	36	70
96	*Pass-by Trips*			*(80)*	*(1)*	*(1)*	*(2)*	*(12)*	*(12)*	*(24)*
96	Warehousing and Distribution	1,038	SF	4	0	0	0	0	0	0
		TAZ 96 Total:		**730**	**10**	**7**	**17**	**22**	**24**	**46**
		GPB minus Existing:		***48***	***0***	***1***	***1***	***1***	***2***	***3***
97	Commercial Storage	334	SF	1	0	0	0	0	0	0
97	Heavy Manufacturing	115,570	SF	447	59	16	75	27	48	75
97	Light Industrial	135,142	SF	953	98	13	111	14	103	117
97	Manufacturing and Assembly	13,968	SF	54	7	2	9	3	6	9
97	Warehousing and Distribution	967,601	SF	3,484	205	54	259	69	207	276
		TAZ 97 Total:		**4,939**	**369**	**85**	**454**	**113**	**364**	**477**
		GPB minus Existing:		***398***	***35***	***5***	***40***	***9***	***35***	***44***
98	Commercial Storage	72	SF	0	0	0	0	0	0	0
98	Light Industrial	5,141	SF	36	4	-	4	1	3	4
98	Manufacturing and Assembly	3,012	SF	12	2	0	2	1	1	2
98	Warehousing and Distribution	257,438	SF	927	54	15	69	18	56	74
		TAZ 98 Total:		**975**	**60**	**15**	**75**	**20**	**60**	**80**
		GPB minus Existing:		***86***	***8***	***1***	***9***	***2***	***7***	***9***
99	Commercial Storage	157	SF	1	0	0	0	0	0	0
99	Light Industrial	11,249	SF	79	8	1	9	1	9	10
99	Manufacturing and Assembly	6,592	SF	25	3	1	4	2	2	4
99	Warehousing and Distribution	315,296	SF	1,135	67	17	84	23	67	90
		TAZ 99 Total:		**1,240**	**78**	**19**	**97**	**26**	**78**	**104**
		GPB minus Existing:		***(441)***	***8***	***(2)***	***6***	***(15)***	***(4)***	***(19)***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
100	Commercial Storage	6	SF	0	0	0	0	0	0	0
100	Light Industrial	19,187	SF	135	14	2	16	2	15	17
100	Manufacturing and Assembly	231	SF	1	0	0	0	0	0	0
100	Warehousing and Distribution	946	SF	3	0	0	0	0	0	0
		TAZ 100 Total:		**139**	**14**	**2**	**16**	**2**	**15**	**17**
		GPB minus Existing:		***6***	***0***	***0***	***0***	***0***	***1***	***1***
101	Commercial Storage	360	SF	1	0	0	0	0	0	0
101	Light Industrial	40,863	SF	288	30	4	34	4	31	35
101	Manufacturing and Assembly	15,076	SF	58	8	2	10	4	6	10
101	Office	567	SF	5	1	0	1	0	1	1
101	Warehousing and Distribution	1,288,352	SF	4,639	273	72	345	92	276	368
		TAZ 101 Total:		**4,991**	**312**	**78**	**390**	**100**	**314**	**414**
		GPB minus Existing:		***114***	***45***	***5***	***50***	***(1)***	***35***	***34***
102	Commercial Storage	127	SF	0	0	0	0	0	0	0
102	Light Industrial	209,610	SF	1,478	151	21	172	22	159	181
102	Manufacturing and Assembly	5,318	SF	21	3	-	3	1	2	3
102	Office	83,203	SF	779	96	14	110	18	87	105
102	Retail	14,557	SF	531	8	4	12	23	23	46
102	*Pass-by Trips*			*(53)*	*(1)*	-	*(1)*	*(8)*	*(8)*	*(16)*
102	Warehousing and Distribution	253,941	SF	914	54	14	68	18	55	73
		TAZ 102 Total:		**3,670**	**311**	**53**	**364**	**74**	**318**	**392**
		GPB minus Existing:		***657***	***23***	***7***	***30***	***19***	***30***	***49***
103	Commercial Storage	68,110	SF	245	14	4	18	5	14	19
103	Heavy Manufacturing	24,881	SF	96	13	3	16	6	10	16
103	Light Industrial	4,883	SF	34	4	0	4	1	3	4
103	Manufacturing and Assembly	2,861	SF	11	1	1	2	1	1	2
103	Warehousing and Distribution	151,786	SF	547	32	9	41	11	32	43
		TAZ 103 Total:		**933**	**64**	**17**	**81**	**24**	**60**	**84**
		GPB minus Existing:		***82***	***7***	***1***	***8***	***3***	***5***	***8***
104	Commercial Storage	109	SF	0	0	0	0	0	0	0
104	Light Industrial	7,757	SF	55	6	-	6	1	6	7
104	Manufacturing and Assembly	4,546	SF	18	2	1	3	1	2	3
104	Truck/Bus Terminal	7.93	Acres	552	20	29	49	19	25	44
104	Warehousing and Distribution	388,456	SF	1,399	82	22	104	28	83	111
		TAZ 104 Total:		**2,024**	**110**	**52**	**162**	**49**	**116**	**165**
		GPB minus Existing:		***130***	***11***	***2***	***13***	***3***	***11***	***14***
105	Commercial Storage	761	SF	3	0	0	0	0	0	0
105	Light Industrial	54,368	SF	383	39	6	45	6	41	47
105	Manufacturing and Assembly	31,860	SF	123	16	5	21	7	14	21
105	Warehousing and Distribution	2,722,659	SF	9,804	576	153	729	194	584	778
		TAZ 105 Total:		**10,313**	**631**	**164**	**795**	**207**	**639**	**846**
		GPB minus Existing:		***910***	***79***	***17***	***96***	***21***	***80***	***101***
106	Commercial Storage	394	SF	1	0	0	0	0	0	0
106	Light Industrial	28,113	SF	198	20	3	23	3	21	24
106	Manufacturing and Assembly	16,474	SF	64	8	3	11	4	7	11
106	Warehousing and Distribution	1,407,860	SF	5,070	298	79	377	101	301	402
		TAZ 106 Total:		**5,333**	**326**	**85**	**411**	**108**	**329**	**437**
		GPB minus Existing:		***471***	***40***	***9***	***49***	***12***	***40***	***52***
107	Commercial Storage	168	SF	1	0	0	0	0	0	0
107	Light Industrial	150,007	SF	1,058	108	15	123	16	114	130
107	Manufacturing and Assembly	7,032	SF	27	4	1	5	2	3	5
107	Single Family Detached	1	DU	8	0	1	1	1	0	1
107	Warehousing and Distribution	462,912	SF	1,667	98	26	124	33	99	132
		TAZ 107 Total:		**2,761**	**210**	**43**	**253**	**52**	**216**	**268**
		GPB minus Existing:		***198***	***17***	***4***	***21***	***6***	***16***	***22***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
108	Commercial Storage	81	SF	0	0	0	0	0	0	0
108	High School	31,969	SF	350	59	24	83	14	12	26
108	Light Industrial	41,017	SF	289	30	4	34	4	32	36
108	Manufacturing and Assembly	3,387	SF	13	2	0	2	1	1	2
108	Open Storage	13,154	SF	--	--	--	--	--	--	--
108	Warehousing and Distribution	254,240	SF	916	54	14	68	18	55	73
		TAZ 108 Total:		**1,568**	**145**	**42**	**187**	**37**	**100**	**137**
		GPB minus Existing:		***96***	***9***	***1***	***10***	***2***	***9***	***11***
109	Commercial Storage	277	SF	1	0	0	0	0	0	0
109	Light Industrial	138,489	SF	976	100	14	114	14	106	120
109	Manufacturing and Assembly	11,590	SF	45	6	2	8	3	5	8
109	Warehousing and Distribution	871,782	SF	3,139	184	49	233	62	187	249
		TAZ 109 Total:		**4,161**	**290**	**65**	**355**	**79**	**298**	**377**
		GPB minus Existing:		***328***	***28***	***6***	***34***	***8***	***29***	***37***
110	Commercial Storage	403	SF	1	0	0	0	0	0	0
110	Government Office	11,407	SF	271	19	2	21	9	19	28
110	Light Industrial	110,082	SF	776	80	10	90	11	84	95
110	Manufacturing and Assembly	16,887	SF	65	9	2	11	4	7	11
110	Warehousing and Distribution	1,350,503	SF	4,863	286	76	362	96	290	386
		TAZ 110 Total:		**5,976**	**394**	**90**	**484**	**120**	**400**	**520**
		GPB minus Existing:		***480***	***43***	***7***	***50***	***10***	***43***	***53***
111	Commercial Storage	403	SF	1	0	0	0	0	0	0
111	Light Industrial	28,790	SF	203	21	3	24	3	22	25
111	Manufacturing and Assembly	16,871	SF	65	9	2	11	4	7	11
111	Warehousing and Distribution	1,441,764	SF	5,192	305	81	386	103	309	412
		TAZ 111 Total:		**5,461**	**335**	**86**	**421**	**110**	**338**	**448**
		GPB minus Existing:		***482***	***43***	***8***	***51***	***11***	***42***	***53***
113	Commercial Storage	29	SF	0	0	0	0	0	0	0
113	Light Industrial	2,081	SF	15	2	0	2	0	2	2
113	Manufacturing and Assembly	1,220	SF	5	1	0	1	0	1	1
113	Office	857	SF	8	1	0	1	0	1	1
113	Retail	24,367	SF	889	13	8	21	38	39	77
113	*Pass-by Trips*			*(89)*	*(1)*	*(1)*	*(2)*	*(13)*	*(13)*	*(26)*
113	Warehousing and Distribution	104,222	SF	375	22	6	28	7	23	30
		TAZ 113 Total:		**1,203**	**38**	**13**	**51**	**32**	**53**	**85**
		GPB minus Existing:		***198***	***8***	***1***	***9***	***5***	***11***	***16***
114	Commercial Storage	41	SF	0	0	0	0	0	0	0
114	Light Industrial	82,494	SF	582	60	8	68	9	62	71
114	Manufacturing and Assembly	1,711	SF	7	1	0	1	0	1	1
114	Warehousing and Distribution	66,634	SF	240	14	4	18	5	14	19
		TAZ 114 Total:		**829**	**75**	**12**	**87**	**14**	**77**	**91**
		GPB minus Existing:		***48***	***4***	***1***	***5***	***2***	***3***	***5***
115	Commercial Storage	288	SF	1	0	0	0	0	0	0
115	Light Industrial	20,570	SF	145	15	2	17	2	16	18
115	Manufacturing and Assembly	12,054	SF	47	6	2	8	3	5	8
115	Office	19,208	SF	180	22	3	25	4	20	24
115	Retail	687,562	SF	20,212	249	159	408	964	1,004	1,968
115	*Pass-by Trips*			*(2,021)*	*(25)*	*(16)*	*(41)*	*(215)*	*(224)*	*(439)*
115	Warehousing and Distribution	881,875	SF	3,176	187	49	236	63	189	252
		TAZ 115 Total:		**21,740**	**454**	**199**	**653**	**821**	**1,010**	**1,831**
		GPB minus Existing:		***2,543***	***75***	***23***	***98***	***107***	***150***	***257***

TABLE B-2 (Continued)
YEAR 2035 GENERAL PLAN BUILDOUT
TRIP GENERATION ESTIMATES

TAZ	Land Use [a], [b], [c]	Size		Daily (2-Way)	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
116	Commercial Storage	4,066	SF	15	1	0	1	0	1	1
116	Light Industrial	23,364	SF	165	17	2	19	2	18	20
116	Manufacturing and Assembly	13,691	SF	53	7	2	9	3	6	9
116	Office	14,523	SF	136	17	2	19	3	15	18
116	Retail	412,809	SF	14,507	184	118	302	685	713	1,398
116	*Pass-by Trips*			*(1,451)*	*(18)*	*(12)*	*(30)*	*(177)*	*(185)*	*(362)*
116	Utility	2,305	SF	--	--	--	--	--	--	--
116	Warehousing and Distribution	1,170,033	SF	4,213	247	66	313	84	250	334
		TAZ 116 Total:		**17,638**	**455**	**178**	**633**	**600**	**818**	**1,418**
		GPB minus Existing:		***2,231***	***71***	***21***	***92***	***90***	***130***	***220***
117	IBC	2,240,000	SF	22,967	2,105	424	2,529	618	1,917	2,535
		TAZ 117 Total:		**22,967**	**2,105**	**424**	**2,529**	**618**	**1,917**	**2,535**
		GPB minus Existing:		***22,967***	***2,105***	***424***	***2,529***	***618***	***1,917***	***2,535***
118	Commercial Storage	780	SF	3	0	0	0	0	0	0
118	Light Industrial	55,749	SF	393	40	6	46	6	42	48
118	Manufacturing and Assembly	32,669	SF	126	17	4	21	8	13	21
118	Warehousing and Distribution	2,791,819	SF	10,053	591	157	748	199	598	797
		TAZ 118 Total:		**10,575**	**648**	**167**	**815**	**213**	**653**	**866**
		GPB minus Existing:		***933***	***82***	***16***	***98***	***22***	***79***	***101***
119	Commercial Storage	610	SF	2	0	0	0	0	0	0
119	Light Industrial	43,536	SF	307	31	5	36	5	33	38
119	Manufacturing and Assembly	25,512	SF	99	13	4	17	6	11	17
119	IBC	2,539,000	SF	45,026	2,355	662	3,017	1,744	3,048	4,792
119	Warehousing and Distribution	2,180,192	SF	7,851	461	123	584	156	467	623
		TAZ 119 Total:		**53,285**	**2,860**	**794**	**3,654**	**1,911**	**3,559**	**5,470**
		GPB minus Existing:		***45,755***	***2,418***	***676***	***3,094***	***1,762***	***3,111***	***4,873***
120	Commercial Storage	298	SF	1	0	0	0	0	0	0
120	Light Industrial	21,321	SF	150	15	3	18	2	16	18
120	Manufacturing and Assembly	12,494	SF	48	6	2	8	3	5	8
120	Metrolink Station	730	Spcs.	1,557	531	133	664	446	323	769
120	Warehousing and Distribution	1,067,733	SF	3,845	226	60	286	76	229	305
		TAZ 120 Total:		**5,601**	**778**	**198**	**976**	**527**	**573**	**1,100**
		GPB minus Existing:		***356***	***30***	***7***	***37***	***8***	***31***	***39***
121	Commercial Storage	167	SF	1	0	0	0	0	0	0
121	Light Industrial	11,939	SF	84	9	1	10	1	9	10
121	Manufacturing and Assembly	6,996	SF	27	4	1	5	2	3	5
121	Single Family Detached	1	DU	8	0	1	1	1	0	1
121	Warehousing and Distribution	597,882	SF	2,153	126	34	160	43	128	171
		TAZ 121 Total:		**2,273**	**139**	**37**	**176**	**47**	**140**	**187**
		GPB minus Existing:		***200***	***18***	***5***	***23***	***5***	***17***	***22***
GENERAL PLAN BUILDOUT (GPB) TOTAL [d]		**106,059,564**	**SF**	**800,235**	**45,917**	**11,504**	**57,421**	**24,114**	**53,520**	**77,634**
NET INCREASE DUE TO GPB (GPB MINUS EXISTING)		***13,715,369***	***SF***	***145,377***	***8,274***	***2,132***	***10,406***	***4,966***	***9,972***	***14,938***

Notes:

[a] An internal trip reduction of 15% was applied to account for internal trips, transit use, and TDM strategies.

[b] Of the total trip generation for Light Industrial, Heavy Manufacturing, Manufacturing and Assembly, and Warehousing and Distribution, 19%/5%/5% were presumed to be truck trips during the daily/AM peak hour/PM peak hour. A Passenger Car Equivalent (PCE) factor of 2.0 was applied to truck trips.

[c] Retail Pass-by trips consist of 10%, 10%, and 34% for Daily, AM peak hour, and PM peak hour, respectively, except when the square-footage exceeded 100,000, in which case the PM peak hour rate was calculated using the following equation:

$\ln(t) = -0.29*\ln(x) + 5.0$

[d] Total future square footage reported includes 104,723,546 SF of GPB-designated land use, plus existing uses assumed to remain.

APPENDIX C

LEVEL OF SERVICE WORKSHEETS

APPENDIX C-I

EXISTING TRAFFIC CONDITIONS

Year 2010 AM Exisitng
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Hills Rd at Shepherd St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	12	Average Delay (sec/veh):	18.7
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	46	8	183	0	0	0	128	204	22	7	290	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	8	183	0	0	0	128	204	22	7	290	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	8	183	0	0	0	128	204	22	7	290	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	8	183	0	0	0	128	204	22	7	290	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	8	183	0	0	0	128	204	22	7	290	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	8	183	0	0	0	128	204	22	7	290	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.85	0.15	1.00	0.00	0.00	0.00	0.72	1.16	0.12	0.02	0.98	1.00
Final Sat.:	1619	281	1900	0	0	0	1305	2080	224	45	1855	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.00	0.00	0.00	0.10	0.10	0.10	0.16	0.16	0.06
Crit Moves:		****							****	****		
Green/Cycle:	0.11	0.11	0.58	0.00	0.00	0.00	0.29	0.29	0.29	0.46	0.46	0.46
Volume/Cap:	0.26	0.26	0.17	0.00	0.00	0.00	0.34	0.34	0.34	0.34	0.34	0.13
Delay/Veh:	37.2	37.2	9.1	0.0	0.0	0.0	25.3	25.3	25.3	15.5	15.5	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	37.2	9.1	0.0	0.0	0.0	25.3	25.3	25.3	15.5	15.5	13.8
LOS by Move:	D	D	A	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	2	2	2	0	0	0	4	4	4	5	5	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	8	Average Delay (sec/veh):	15.1
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	22	22	22	22	22	22
Y+R:	4.0	4.0	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:	53	6	32	337	164	190	30	705	61	129	809	220
Growth Adj:	1.00	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	6	32	337	164	190	30	705	61	129	809	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	6	32	337	164	190	30	705	61	129	809	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	6	32	337	164	190	30	705	61	129	809	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	6	32	337	164	190	30	705	61	129	809	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	6	32	337	164	190	30	705	61	129	809	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	3323	287	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.18	0.09	0.11	0.02	0.21	0.21	0.07	0.22	0.12
Crit Moves:				****							****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	0.07	0.01	0.04	0.44	0.23	0.26	0.03	0.42	0.42	0.13	0.44	0.23
Delay/Veh:	16.6	16.1	16.4	19.9	17.7	18.1	11.1	13.9	13.9	11.7	14.2	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	16.1	16.4	19.9	17.7	18.1	11.1	13.9	13.9	11.7	14.2	12.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	0	1	7	3	4	0	7	7	2	8	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-605 NB Ramps at Pellissier Pl

Cycle (sec):	90	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	16	Average Delay (sec/veh):	26.7
Optimal Cycle:	68	Level Of Service:	C

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 1	0	0 0
Volume Module:												
Base Vol:	85	215	0	12	1243	219	233	9	232	5	4	0
Growth Adj:	1.00	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	215	0	12	1243	219	233	9	232	5	4	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	215	0	12	1243	219	233	9	232	5	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	215	0	12	1243	219	233	9	232	5	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	215	0	12	1243	219	233	9	232	5	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	215	0	12	1243	219	233	9	232	5	4	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.70	0.30	0.96	0.04	1.00	0.56	0.44	0.00
Final Sat.:	1900	3610	0	1900	3069	541	1829	71	1900	1056	844	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.01	0.40	0.40	0.13	0.13	0.12	0.00	0.00	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.30	0.00	0.30	0.52	0.52	0.16	0.16	0.16	0.07	0.07	0.00
Volume/Cap:	0.67	0.20	0.00	0.02	0.77	0.77	0.77	0.77	0.74	0.07	0.07	0.00
Delay/Veh:	54.2	23.9	0.0	22.5	19.2	19.2	47.3	47.3	44.9	39.6	39.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	23.9	0.0	22.5	19.2	19.2	47.3	47.3	44.9	39.6	39.6	0.0
LOS by Move:	D	C	A	C	B	B	D	D	D	D	D	A
HCM2kAvgQ:	4	2	0	0	18	18	8	8	8	0	0	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	32	0	115	0	0	0	0	290	120	405	1422	0
Growth Adj:	1.00	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	0	115	0	0	0	0	290	120	405	1422	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	115	0	0	0	0	290	120	405	1422	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	115	0	0	0	0	290	120	405	1422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	115	0	0	0	0	290	120	405	1422	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	0	115	0	0	0	0	290	120	405	1422	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.41	0.59	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2263	937	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.13	0.13	0.25	0.44	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.228
Loss Time (sec):	12	Average Delay (sec/veh):	19.4
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	171	113	294	0	260	2	447	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	249	171	113	294	0	260	2	447	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	249	171	113	294	0	260	2	447	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	249	0	113	294	0	260	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	0	113	294	0	260	2	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	249	0	113	294	0	260	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.98	0.02	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3771	29	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.06	0.08	0.00	0.07	0.07	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.30	0.00	0.26	0.56	0.00	0.30	0.30	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.00	0.23	0.14	0.00	0.23	0.23	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	23.6	0.0	26.4	9.3	0.0	23.6	23.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.6	0.0	26.4	9.3	0.0	23.6	23.6	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	0	3	2	0	3	3	0	0	0	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			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:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	201	0	272	0	0	0	0	144	159	280	142	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	0	272	0	0	0	0	144	159	280	142	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	0	272	0	0	0	0	144	159	280	142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	0	272	0	0	0	0	144	159	280	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	0	272	0	0	0	0	144	159	280	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	0	272	0	0	0	0	144	159	280	142	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.09	0.10	0.17	0.04	0.00
Crit Moves:			****				****			****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	16	Average Delay (sec/veh):	36.3
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	57	594	296	158	721	269	115	184	111	296	365	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:	57	594	296	158	721	269	115	184	111	296	365	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	594	296	158	721	269	115	184	111	296	365	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:	57	594	296	158	721	269	115	184	111	296	365	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	594	296	158	721	269	115	184	111	296	365	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	594	296	158	721	269	115	184	111	296	365	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.33	0.67	1.00	1.46	0.54	1.00	1.25	0.75	1.00	1.67	0.33
Final Sat.:	1900	2409	1201	1900	2629	981	1900	2252	1358	1900	3022	588
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.27	0.27	0.06	0.08	0.08	0.16	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.31	0.31	0.11	0.35	0.35	0.09	0.22	0.22	0.20	0.33	0.33
Volume/Cap:	0.40	0.78	0.78	0.78	0.79	0.79	0.67	0.37	0.37	0.78	0.37	0.37
Delay/Veh:	45.9	34.8	34.8	61.4	33.1	33.1	53.8	33.4	33.4	48.2	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	34.8	34.8	61.4	33.1	33.1	53.8	33.4	33.4	48.2	25.8	25.8
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	15	15	7	16	16	5	4	4	11	5	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	16	Average Delay (sec/veh):	69.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0	0 1	2 0	3	0 0	0 0	3	1 0
Volume Module:												
Base Vol:	125	363	306	42	0	651	388	1340	0	0	2069	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	363	306	42	0	651	388	1340	0	0	2069	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	363	306	42	0	651	388	1340	0	0	2069	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	363	306	42	0	651	388	1340	0	0	2069	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	363	306	42	0	651	388	1340	0	0	2069	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	363	306	42	0	651	388	1340	0	0	2069	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.26	0.74	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.87	0.13
Final Sat.:	487	1413	1900	1900	0	1900	3686	5187	0	0	6696	220
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.16	0.02	0.00	0.34	0.11	0.26	0.00	0.00	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.23	0.00	0.33	0.10	0.40	0.00	0.00	0.29	0.29
Volume/Cap:	1.05	1.05	0.66	0.10	0.00	1.05	1.05	0.65	0.00	0.00	1.05	1.05
Delay/Veh:	100.2	100	44.2	36.8	0.0	89.8	113.9	30.4	0.0	0.0	76.3	76.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.2	100	44.2	36.8	0.0	89.8	113.9	30.4	0.0	0.0	76.3	76.3
LOS by Move:	F	F	D	D	A	F	F	C	A	A	E	E
HCM2kAvgQ:	26	26	11	1	0	33	12	15	0	0	30	30

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	338	71	325	387	0	0	0	0	469	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	338	71	325	387	0	0	0	0	469	0	800
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	338	71	325	387	0	0	0	0	469	0	800
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	338	71	325	387	0	0	0	0	469	0	800
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	338	71	325	387	0	0	0	0	469	0	800
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	338	71	325	387	0	0	0	0	469	0	800
OvlAdjVol:												150
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.65	0.35	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2644	556	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.20	0.12	0.00	0.00	0.00	0.00	0.29	0.00	0.25
OvlAdjV/S:												0.05
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	E

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	652	28	243	1029	204	211	1061	123	184	1226	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	652	28	243	1029	204	211	1061	123	184	1226	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.00	1.00	1.00	2.69	0.31	1.00	2.49	0.51
Final Sat.:	1600	3068	132	1600	3200	1600	1600	4301	499	1600	3982	818
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.15	0.32	0.13	0.13	0.25	0.25	0.12	0.31	0.31
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	136	259	41	204	542	186	76	783	146	63	1332	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:	136	259	41	204	542	186	76	783	146	63	1332	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	259	41	204	542	186	76	783	146	63	1332	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:	136	259	41	204	542	186	76	783	146	63	1332	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	259	41	204	542	186	76	783	146	63	1332	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:	136	259	41	204	542	186	76	783	146	63	1332	163
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	2.00	2.23	0.77	1.00	2.53	0.47	1.00	2.67	0.33
Final Sat.:	1600	2763	437	2880	3574	1226	1600	4046	754	1600	4277	523
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.15	0.15	0.05	0.19	0.19	0.04	0.31	0.31
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	243	903	141	193	1360	207	204	528	178	395	1317	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:	243	903	141	193	1360	207	204	528	178	395	1317	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	903	141	193	1360	207	204	528	178	395	1317	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:	243	903	141	193	1360	207	204	528	178	395	1317	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	903	141	193	1360	207	204	528	178	395	1317	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:	243	903	141	193	1360	207	204	528	178	395	1317	153
OvlAdjVol:									43			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.59	0.41	1.00	2.60	0.40	2.00	3.00	1.00	2.00	2.69	0.31
Final Sat.:	2880	4152	648	1600	4166	634	2880	4800	1600	2880	4300	500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.12	0.33	0.33	0.07	0.11	0.11	0.14	0.31	0.31
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	12	0	181	0	0	0	0	611	7	127	1817	0
Growth Adj:	1.00	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	181	0	0	0	0	611	7	127	1817	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	181	0	0	0	0	611	7	127	1817	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	181	0	0	0	0	611	7	127	1817	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	181	0	0	0	0	611	7	127	1817	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	181	0	0	0	0	611	7	127	1817	0
OvlAdjVol:			54									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.97	0.03	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4746	54	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.11	0.00	0.00	0.00	0.00	0.13	0.13	0.08	0.38	0.00
OvlAdjV/S:			0.03									
Crit Moves:			****				****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	49	153	60	311	108	618	632	478	22	54	894	490
Growth Adj:	1.00	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	153	60	311	108	618	632	478	22	54	894	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	153	60	311	108	618	632	478	22	54	894	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	153	60	311	108	618	632	478	22	54	894	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	153	60	311	108	618	632	478	22	54	894	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	153	60	311	108	618	632	478	22	54	894	490
OvlAdjVol:						267						317
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.04	0.11	0.07	0.39	0.22	0.15	0.01	0.03	0.28	0.31
OvlAdjV/S:						0.17						0.20
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Azusa Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	8	Average Delay (sec/veh):	16.1
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1575	13	0	1087	498	783	145	199	0	0	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1575	13	0	1087	498	783	145	199	0	0	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1575	13	0	1087	498	783	145	199	0	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1575	13	0	1087	0	783	145	199	0	0	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1575	13	0	1087	0	783	145	199	0	0	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1575	13	0	1087	0	783	145	199	0	0	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.97	0.03	0.00	4.00	1.00	2.00	0.42	0.58	0.00	0.00	1.00
Final Sat.:	0	6859	57	0	6916	1900	3610	761	1044	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.00	0.16	0.00	0.22	0.19	0.19	0.00	0.00	0.06
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.47	0.47	0.00	0.47	0.00	0.44	0.44	0.44	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.49	0.00	0.34	0.00	0.49	0.43	0.43	0.00	0.00	xxxx
Delay/Veh:	0.0	16.6	16.6	0.0	15.1	0.0	18.0	17.4	17.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	16.6	0.0	15.1	0.0	18.0	17.4	17.4	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	8	8	0	5	0	8	7	7	0	0	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	8	Average Delay (sec/veh):	13.7
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1498	320	0	1242	337	0	0	0	333	0	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1498	320	0	1242	337	0	0	0	333	0	479
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1498	320	0	1242	337	0	0	0	333	0	479
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1498	0	0	1242	0	0	0	0	333	0	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1498	0	0	1242	0	0	0	0	333	0	479
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1498	0	0	1242	0	0	0	0	333	0	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	2679	0	3021
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.12	0.00	0.16
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.00	0.49	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.38	0.00	0.49
Delay/Veh:	0.0	10.9	0.0	0.0	10.1	0.0	0.0	0.0	0.0	23.7	0.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	0.0	0.0	10.1	0.0	0.0	0.0	0.0	23.7	0.0	24.7
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	0	0	7	0	0	0	0	5	0	7

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	114	894	165	136	1534	0	85	30	154	137	15	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:	114	894	165	136	1534	0	85	30	154	137	15	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	894	165	136	1534	0	85	30	154	137	15	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:	114	894	165	136	1534	0	85	30	154	137	15	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	894	165	136	1534	0	85	30	154	137	15	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:	114	894	165	136	1534	0	85	30	154	137	15	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.48	0.52	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2365	835	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.10	0.09	0.32	0.00	0.04	0.04	0.10	0.09	0.01	0.13
Crit Moves:	****				****				****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	479	786	209	24	1257	113	59	178	642	326	338	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:	479	786	209	24	1257	113	59	178	642	326	338	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	786	209	24	1257	113	59	178	642	326	338	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:	479	786	209	24	1257	113	59	178	642	326	338	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	786	209	24	1257	113	59	178	642	326	338	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	786	209	24	1257	113	59	178	642	326	338	71
OvlAdjVol:									376			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.37	0.63	1.00	2.75	0.25	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	2880	3792	1008	1600	4404	396	1600	3200	1600	1600	2644	556
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.21	0.02	0.29	0.29	0.04	0.06	0.40	0.20	0.13	0.13
OvlAdjV/S:									0.23			
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Hurley St						Valley 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			Protected		
Rights:		Include			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	216	0	41	103	806	0	0	1872	389
Growth Adj:	1.00	1.00	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	216	0	41	103	806	0	0	1872	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	216	0	41	103	806	0	0	1872	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	216	0	41	103	806	0	0	1872	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	216	0	41	103	806	0	0	1872	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	216	0	41	103	806	0	0	1872	389
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3974	826
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.06	0.17	0.00	0.00	0.47	0.47
Crit Moves:				****							****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1160	19	26	630	338	436	14	387	17	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1160	19	26	630	338	436	14	387	17	0	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1160	19	26	630	338	436	14	387	17	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1160	19	26	630	0	436	14	0	17	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1160	19	26	630	0	436	14	0	17	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1160	19	26	630	0	436	14	0	17	0	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	1.00	1.94	0.06	1.00	2.00	0.00	1.00
Final Sat.:	0	3552	58	1900	3610	1900	3682	118	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.01	0.17	0.00	0.12	0.12	0.00	0.00	0.00	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.54	0.54	0.06	0.60	0.00	0.22	0.22	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.60	0.60	0.23	0.29	0.00	0.54	0.54	0.00	0.08	0.00	0.19
Delay/Veh:	0.0	16.3	16.3	45.8	9.8	0.0	35.2	35.2	0.0	44.5	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.3	16.3	45.8	9.8	0.0	35.2	35.2	0.0	44.5	0.0	45.5
LOS by Move:	A	B	B	D	A	A	D	D	A	D	A	D
HCM2kAvgQ:	0	13	13	1	5	0	7	7	0	0	0	1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	8	Average Delay (sec/veh):	14.6
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1047	267	0	806	0	0	0	0	305	0	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1047	267	0	806	0	0	0	0	305	0	515
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1047	267	0	806	0	0	0	0	305	0	515
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:	0	1047	0	0	806	0	0	0	0	305	0	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1047	0	0	806	0	0	0	0	305	0	515
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
FinalVolume:	0	1047	0	0	806	0	0	0	0	305	0	515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.37	0.00	1.63
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2607	0	3093
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.12	0.00	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.50	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.35	0.00	0.50
Delay/Veh:	0.0	11.4	0.0	0.0	9.5	0.0	0.0	0.0	0.0	22.8	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	0.0	0.0	9.5	0.0	0.0	0.0	0.0	22.8	0.0	24.3
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	0	0	4	0	0	0	0	5	0	7

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	400	37	149	11	34	78	64	673	529	293	1620	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:	400	37	149	11	34	78	64	673	529	293	1620	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	37	149	11	34	78	64	673	529	293	1620	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:	400	37	149	11	34	78	64	673	529	293	1620	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	37	149	11	34	78	64	673	529	293	1620	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:	400	37	149	11	34	78	64	673	529	293	1620	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.83	0.17	1.00	1.00	0.30	0.70	1.00	2.00	1.00	1.00	2.97	0.03
Final Sat.:	2929	271	1600	1600	486	1114	1600	3200	1600	1600	4750	50
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.09	0.01	0.07	0.07	0.04	0.21	0.33	0.18	0.34	0.34
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	139	0	222	149	576	0	0	1401	367
Growth Adj:	1.00	1.00	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	139	0	222	149	576	0	0	1401	367
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	139	0	222	149	576	0	0	1401	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	139	0	222	149	576	0	0	1401	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	222	149	576	0	0	1401	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	139	0	222	149	576	0	0	1401	367
OvlAdjVol:						139						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.05	0.12	0.00	0.00	0.44	0.23
OvlAdjV/S:						0.09						
Crit Moves:						****	****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	8	Average Delay (sec/veh):	17.8
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	2	0 1	1 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	846	0	0	616	318	410	0	300	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	846	0	0	616	318	410	0	300	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	846	0	0	616	318	410	0	300	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	846	0	0	616	0	410	0	300	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	846	0	0	616	0	410	0	300	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	846	0	0	616	0	410	0	300	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.41	0.00	0.59	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2671	0	1129	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.17	0.00	0.15	0.00	0.27	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.48	0.00	0.48	0.00	0.00	0.00
Volume/Cap:	0.00	0.55	0.00	0.00	0.40	0.00	0.32	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	19.7	0.0	0.0	18.0	0.0	14.2	0.0	16.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.7	0.0	0.0	18.0	0.0	14.2	0.0	16.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	10	0	0	6	0	5	0	10	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Fairway Dr at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	12	Average Delay (sec/veh):	23.4
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	1
Volume Module:												
Base Vol:	156	913	0	0	634	185	0	0	0	232	0	498
Growth Adj:	1.00	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	913	0	0	634	185	0	0	0	232	0	498
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	913	0	0	634	185	0	0	0	232	0	498
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	913	0	0	634	185	0	0	0	232	0	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	913	0	0	634	185	0	0	0	232	0	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	913	0	0	634	185	0	0	0	232	0	498
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	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	1.00	0.00	1.00
Final Sat.:	1900	3610	0	0	3610	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.00	0.00	0.18	0.10	0.00	0.00	0.00	0.12	0.00	0.26
Crit Moves:	****				****							****
Green/Cycle:	0.14	0.43	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.44	0.00	0.44
Volume/Cap:	0.60	0.59	0.00	0.00	0.60	0.33	0.00	0.00	0.00	0.28	0.00	0.60
Delay/Veh:	40.4	20.2	0.0	0.0	28.3	25.3	0.0	0.0	0.0	16.4	0.0	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	20.2	0.0	0.0	28.3	25.3	0.0	0.0	0.0	16.4	0.0	20.6
LOS by Move:	D	C	A	A	C	C	A	A	A	B	A	C
HCM2kAvgQ:	5	11	0	0	9	4	0	0	0	4	0	11

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	382	50	272	57	163	7	2	561	265	220	1270	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:	382	50	272	57	163	7	2	561	265	220	1270	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	50	272	57	163	7	2	561	265	220	1270	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:	382	50	272	57	163	7	2	561	265	220	1270	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	50	272	57	163	7	2	561	265	220	1270	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	50	272	57	163	7	2	561	265	220	1270	10
OvlAdjVol:			150									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.77	0.23	1.00	1.00	0.96	0.04	1.00	2.00	1.00	2.00	1.98	0.02
Final Sat.:	2830	370	1600	1600	1534	66	1600	3200	1600	2880	3175	25
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.17	0.04	0.11	0.11	0.00	0.18	0.17	0.08	0.40	0.40
OvlAdjV/S:			0.09									
Crit Moves:		****				****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	113	376	146	96	636	227	112	459	134	171	1082	123
Growth Adj:	1.00	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	376	146	96	636	227	112	459	134	171	1082	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	376	146	96	636	227	112	459	134	171	1082	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	376	146	96	636	227	112	459	134	171	1082	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	376	146	96	636	227	112	459	134	171	1082	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	376	146	96	636	227	112	459	134	171	1082	123
OvlAdjVol:						115						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	2.00	1.00	1.00	2.32	0.68	1.00	1.80	0.20
Final Sat.:	1600	2305	895	1600	3200	1600	1600	3715	1085	1600	2873	327
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.06	0.20	0.14	0.07	0.12	0.12	0.11	0.38	0.38
OvlAdjV/S:						0.07						
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	278	0	189	0	0	0	0	593	276	405	1403	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	0	189	0	0	0	0	593	276	405	1403	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	0	189	0	0	0	0	593	276	405	1403	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	0	189	0	0	0	0	593	276	405	1403	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	0	189	0	0	0	0	593	276	405	1403	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	0	189	0	0	0	0	593	276	405	1403	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.05	0.95	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	3275	1525	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	0.18	0.18	0.14	0.44	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	12	Average Delay (sec/veh):	24.0
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	16	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	0 1		1 0 2	0 0		2 0 0	0 1		0 0 0	0 0	
Volume Module:												
Base Vol:	0	1272	372	329	1021	0	588	0	266	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	1272	372	329	1021	0	588	0	266	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1272	372	329	1021	0	588	0	266	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1272	372	329	1021	0	588	0	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1272	372	329	1021	0	588	0	266	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1272	372	329	1021	0	588	0	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3686	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.20	0.17	0.28	0.00	0.16	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.45	0.45	0.22	0.66	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.79	0.44	0.79	0.43	0.00	0.79	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	24.1	17.6	43.0	7.2	0.0	39.8	0.0	38.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.1	17.6	43.0	7.2	0.0	39.8	0.0	38.8	0.0	0.0	0.0
LOS by Move:	A	C	B	D	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	18	7	9	7	0	10	0	8	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	16	Average Delay (sec/veh):	26.6
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	22	22	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	2 0	1 1	0	1 0	0 1	0	1 0	1! 0	1
Volume Module:												
Base Vol:	8	924	367	356	695	2	8	8	1	549	3	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	924	367	356	695	2	8	8	1	549	3	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	924	367	356	695	2	8	8	1	549	3	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	8	924	367	356	695	2	8	8	1	549	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	924	367	356	695	2	8	8	1	549	3	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	8	924	367	356	695	2	8	8	1	549	3	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	1.00	0.89	0.11	1.99	0.01	1.00
Final Sat.:	1900	3610	1900	3686	3600	10	1900	1689	211	3779	21	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.19	0.10	0.19	0.19	0.00	0.00	0.00	0.15	0.15	0.00
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.39	0.39	0.15	0.40	0.40	0.07	0.07	0.07	0.22	0.22	0.00
Volume/Cap:	0.03	0.66	0.50	0.66	0.49	0.49	0.06	0.07	0.07	0.66	0.66	0.00
Delay/Veh:	33.7	23.8	21.4	39.3	20.5	20.5	39.6	39.6	39.6	33.8	33.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	23.8	21.4	39.3	20.5	20.5	39.6	39.6	39.6	33.8	33.9	0.0
LOS by Move:	C	C	C	D	C	C	D	D	D	C	C	A
HCM2kAvgQ:	0	11	7	6	8	8	0	0	0	8	8	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	369	524	120	153	846	329	145	385	185	180	975	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:	369	524	120	153	846	329	145	385	185	180	975	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	524	120	153	846	329	145	385	185	180	975	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	369	524	0	153	846	0	145	385	0	180	975	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	524	0	153	846	0	145	385	0	180	975	65
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	369	524	0	153	846	0	145	385	0	180	975	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.00	0.05	0.18	0.00	0.05	0.08	0.00	0.06	0.20	0.04
Crit Moves:	****				****		****				****	

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	8	0	0	20	0	386	0	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:	0	8	0	0	20	0	386	0	16	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	0	0	20	0	386	0	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:	0	8	0	0	20	0	386	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	0	0	20	0	386	0	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	0	0	20	0	386	0	16	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	679	0	0	682	0	709	0	927	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	xxxx	xxxx	0.03	xxxx	0.54	xxxx	0.02	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	8.0	0.0	0.0	8.1	0.0	13.6	0.0	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	0.0	0.0	8.1	0.0	13.6	0.0	6.6	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	B	*	A	*	*	*
ApproachDel:		8.0			8.1			13.4			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		8.0			8.1			13.4			xxxxxx	
LOS by Appr:		A			A			B			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 13.0 Worst Case Level Of Service: B[14.2]

Street Name:	San Gabriel River Pkwy						I-605 SB On-Ramp					
Approach:	North Bound			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 2 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	222	33	109	539	0	0	0	0	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	222	33	109	539	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	222	33	109	539	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	222	33	109	539	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	222	33	109	539	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	0	0	111	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	900	1091	872	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	900	1091	685	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.25	0.03	0.16	0.60	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	1.0	0.1	0.6	3.8	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	10.3	8.4	11.3	14.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	A	B	B	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.1			14.2			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	13.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	14	0	213	146	275	3	0	9	27	344	13	0
Growth Adj:	1.00	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	213	146	275	3	0	9	27	344	13	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	213	146	275	3	0	9	27	344	13	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:	14	0	0	146	275	3	0	9	27	344	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	0	146	275	3	0	9	27	344	13	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
FinalVolume:	14	0	0	146	275	3	0	9	27	344	13	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.99	0.01	0.00	1.00	1.00	0.96	0.04	0.00
Final Sat.:	500	0	600	568	611	7	0	551	617	581	22	0
Capacity Analysis Module:												
Vol/Sat:	0.03	xxxx	0.00	0.26	0.45	0.45	xxxx	0.02	0.04	0.59	0.59	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	9.6	0.0	0.0	10.9	12.7	12.7	0.0	8.9	8.4	16.6	16.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	0.0	0.0	10.9	12.7	12.7	0.0	8.9	8.4	16.6	16.6	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:		9.6			12.1			8.5			16.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			12.1			8.5			16.6	
LOS by Appr:		A			B			A			C	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.7	0.7	0.0	0.0	0.0	1.3	1.3	1.3

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

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: F[73.5]

Street Name:	I-605 SB Off-Ramp									Valley Blvd								
Approach:	North Bound					South Bound					East Bound					West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Ignore					Include					Ignore					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	43		0		834	0		0		0	0		939		125	0		1402		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	43		0		834	0		0		0	0		939		125	0		1402		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	43		0		834	0		0		0	0		939		125	0		1402		0
User Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00
PHF Volume:	43		0		0	0		0		0	0		939		0	0		1402		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	43		0		0	0		0		0	0		939		0	0		1402		0
Critical Gap Module:																				
Critical Gp:	6.8	xxxx			6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	1640	xxxx			470	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	93	xxxx			546	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	93	xxxx			546	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.46	xxxx			0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	2.0	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	73.5	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	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:		73.5					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		F					*					*					*			

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: A[9.5]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	439	58	336	252	0	0	0	0	0	0	645
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	439	58	336	252	0	0	0	0	0	0	645
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	439	58	336	252	0	0	0	0	0	0	645
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	439	0	336	252	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	439	0	336	252	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	439	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	439
Potent Cap.:	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	622
Move Cap.:	xxxx	xxxx	xxxxx	1132	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	622
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	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
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	12	Average Delay (sec/veh):	25.0
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	330	532	259	55	436	311	0	0	0	46	845	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:	330	532	259	55	436	311	0	0	0	46	845	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	532	259	55	436	311	0	0	0	46	845	161
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	532	259	55	436	0	0	0	0	46	845	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	532	259	55	436	0	0	0	0	46	845	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	532	259	55	436	0	0	0	0	46	845	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.10	1.90	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	186	3424	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.14	0.03	0.12	0.00	0.00	0.00	0.00	0.25	0.25	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.28	0.37	0.37	0.10	0.19	0.00	0.00	0.00	0.00	0.40	0.40	0.50
Volume/Cap:	0.62	0.40	0.37	0.29	0.62	0.00	0.00	0.00	0.00	0.62	0.62	0.17
Delay/Veh:	30.7	21.1	21.0	38.3	35.1	0.0	0.0	0.0	0.0	22.7	22.7	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	21.1	21.0	38.3	35.1	0.0	0.0	0.0	0.0	22.7	22.7	12.6
LOS by Move:	C	C	C	D	D	A	A	A	A	C	C	B
HCM2kAvgQ:	9	6	5	2	7	0	0	0	0	10	10	2

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	8	Average Delay (sec/veh):	5.3
Optimal Cycle:	27	Level Of Service:	A

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	101	0	16	0	0	0	0	322	0	0	929	0
Growth Adj:	1.00	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	16	0	0	0	0	322	0	0	929	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	0	16	0	0	0	0	322	0	0	929	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	0	0	0	0	322	0	0	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	16	0	0	0	0	322	0	0	929	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	0	16	0	0	0	0	322	0	0	929	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.76	0.00	0.24	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3343	0	457	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.80	0.00
Volume/Cap:	0.28	0.00	0.32	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.32	0.00
Delay/Veh:	37.2	0.0	37.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	0.0	37.5	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	1	0	0	4	0

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Average Delay (sec/veh): 266.0 Worst Case Level Of Service: F[1811.2]

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
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 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	912	0	13	0	154	0	0	30	0
Growth Adj:	1.00	1.00	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	912	0	13	0	154	0	0	30	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	912	0	13	0	154	0	0	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	912	0	13	0	154	0	0	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	912	0	13	0	154	0	0	30	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	1831	xxxxx	xxxx	1837	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	77	xxxxx	xxxx	77	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	34	xxxxx	xxxx	34	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.56	xxxx	xxxx	xxxx	4.50	xxxx	xxxx	0.89	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	3.1	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	1811	xxxxx	xxxxx	293	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			1811.2			292.6		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	8	Average Delay (sec/veh):	12.8
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	29	1374	545	0	1549	0	0	0	3	239	0	432
Growth Adj:	1.00	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	1374	545	0	1549	0	0	0	3	239	0	432
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1374	545	0	1549	0	0	0	3	239	0	432
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:	29	1374	0	0	1549	0	0	0	3	239	0	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1374	0	0	1549	0	0	0	3	239	0	432
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
FinalVolume:	29	1374	0	0	1549	0	0	0	3	239	0	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.13	0.00	0.23
Crit Moves:		****		****			****					****
Green/Cycle:	0.57	0.57	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.34	0.00	0.68
Volume/Cap:	0.03	0.67	0.00	0.00	0.52	0.00	0.00	0.00	xxxx	0.37	0.00	0.33
Delay/Veh:	8.4	14.3	0.0	0.0	12.0	0.0	0.0	0.0	0.0	22.7	0.0	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	14.3	0.0	0.0	12.0	0.0	0.0	0.0	0.0	22.7	0.0	6.1
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	14	0	0	10	0	0	0	0	5	0	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Nogales St at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	8	Average Delay (sec/veh):	16.6
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1044	416	0	841	244	419	0	185	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	1044	416	0	841	244	419	0	185	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1044	416	0	841	244	419	0	185	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1044	0	0	841	0	419	0	185	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1044	0	0	841	0	419	0	185	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1044	0	0	841	0	419	0	185	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.53	0.00	0.47	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2909	0	891	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.16	0.00	0.14	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.45	0.00	0.00	0.45	0.00	0.46	0.00	0.46	0.00	0.00	0.00
Volume/Cap:	0.00	0.45	0.00	0.00	0.36	0.00	0.31	0.00	0.45	0.00	0.00	0.00
Delay/Veh:	0.0	17.3	0.0	0.0	16.4	0.0	15.3	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.3	0.0	0.0	16.4	0.0	15.3	0.0	16.6	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	7	0	0	5	0	5	0	7	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	8	Average Delay (sec/veh):	20.3
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1341	121	0	772	144	0	0	0	313	0	781
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1341	121	0	772	144	0	0	0	313	0	781
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1341	121	0	772	144	0	0	0	313	0	781
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1341	0	0	772	0	0	0	0	313	0	781
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1341	0	0	772	0	0	0	0	313	0	781
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1341	0	0	772	0	0	0	0	313	0	781
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.44	0.00	1.56
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	845	0	2955
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.37	0.00	0.26
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.37	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.69	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.69	0.00	0.49
Delay/Veh:	0.0	24.8	0.0	0.0	20.8	0.0	0.0	0.0	0.0	16.7	0.0	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.8	0.0	0.0	20.8	0.0	0.0	0.0	0.0	16.7	0.0	13.3
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	11	0	0	6	0	0	0	0	15	0	9

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	90	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	16	Average Delay (sec/veh):	28.0
Optimal Cycle:	72	Level Of Service:	C

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	58	56	63	733	0	50	207	321	34	47	778	652
Growth Adj:	1.00	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	56	63	733	0	50	207	321	34	47	778	652
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	56	63	733	0	50	207	321	34	47	778	652
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	56	63	733	0	50	207	321	34	47	778	652
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	56	63	733	0	50	207	321	34	47	778	652
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	56	63	733	0	50	207	321	34	47	778	652
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.51	0.49	1.00	1.88	0.00	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	967	933	1900	3572	0	228	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.21	0.00	0.22	0.11	0.09	0.02	0.02	0.22	0.34
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.30	0.00	0.30	0.15	0.32	0.32	0.12	0.29	0.59
Volume/Cap:	0.73	0.73	0.41	0.69	0.00	0.73	0.73	0.28	0.06	0.21	0.73	0.58
Delay/Veh:	56.9	56.9	41.0	29.6	0.0	31.0	46.2	22.9	21.1	36.1	31.3	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	56.9	41.0	29.6	0.0	31.0	46.2	22.9	21.1	36.1	31.3	12.2
LOS by Move:	E	E	D	C	A	C	D	C	C	D	C	B
HCM2kAvgQ:	5	5	2	11	0	12	7	4	1	1	12	11

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	12	Average Delay (sec/veh):	22.9
Optimal Cycle:	37	Level Of Service:	C

Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	159	185	0	0	474	254	0	0	0	297	0	231
Growth Adj:	1.00	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	185	0	0	474	254	0	0	0	297	0	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	185	0	0	474	254	0	0	0	297	0	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	185	0	0	474	254	0	0	0	297	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	185	0	0	474	254	0	0	0	297	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	185	0	0	474	254	0	0	0	297	0	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.72	0.00	1.28
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1368	0	2432
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.22	0.00	0.09
Crit Moves:	****				****					****		
Green/Cycle:	0.10	0.39	0.00	0.00	0.29	0.29	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.45	0.13	0.00	0.00	0.45	0.46	0.00	0.00	0.00	0.45	0.00	0.20
Delay/Veh:	39.4	17.9	0.0	0.0	26.4	26.7	0.0	0.0	0.0	15.8	0.0	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	17.9	0.0	0.0	26.4	26.7	0.0	0.0	0.0	15.8	0.0	13.5
LOS by Move:	D	B	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	3	2	0	0	6	6	0	0	0	8	0	3

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Hills Rd at Shepherd St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	12	Average Delay (sec/veh):	19.6
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	57	29	235	0	0	0	142	257	4	0	293	148
Growth Adj:	1.00	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	29	235	0	0	0	142	257	4	0	293	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	29	235	0	0	0	142	257	4	0	293	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	29	235	0	0	0	142	257	4	0	293	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	29	235	0	0	0	142	257	4	0	293	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	29	235	0	0	0	142	257	4	0	293	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.66	0.34	1.00	0.00	0.00	0.00	0.70	1.28	0.02	0.00	1.00	1.00
Final Sat.:	1259	641	1900	0	0	0	1272	2302	36	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.12	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.15	0.08
Crit Moves:		****						****			****	
Green/Cycle:	0.13	0.13	0.56	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.43	0.43
Volume/Cap:	0.36	0.36	0.22	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.18
Delay/Veh:	36.9	36.9	10.2	0.0	0.0	0.0	24.2	24.2	24.2	0.0	17.6	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	36.9	10.2	0.0	0.0	0.0	24.2	24.2	24.2	0.0	17.6	16.0
LOS by Move:	D	D	B	A	A	A	C	C	C	A	B	B
HCM2kAvgQ:	3	3	3	0	0	0	5	5	5	0	5	3

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.286
Loss Time (sec):	8	Average Delay (sec/veh):	12.2
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	22	22	22	22	22	22
Y+R:	4.0	4.0	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:	150	28	145	119	30	82	57	403	32	26	657	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	28	145	119	30	82	57	403	32	26	657	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	28	145	119	30	82	57	403	32	26	657	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	28	145	119	30	82	57	403	32	26	657	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	28	145	119	30	82	57	403	32	26	657	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	28	145	119	30	82	57	403	32	26	657	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	3344	266	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.08	0.06	0.02	0.05	0.03	0.12	0.12	0.01	0.18	0.14
Crit Moves:	****										****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.29	0.06	0.29	0.23	0.06	0.16	0.05	0.19	0.19	0.02	0.29	0.21
Delay/Veh:	25.9	24.0	25.9	25.4	24.0	24.8	6.2	6.8	6.8	6.1	7.4	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	24.0	25.9	25.4	24.0	24.8	6.2	6.8	6.8	6.1	7.4	7.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	1	3	3	1	2	1	3	3	0	4	3

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-605 NB Ramps at Pellissier Pl

Cycle (sec):	90	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	16	Average Delay (sec/veh):	26.9
Optimal Cycle:	51	Level Of Service:	C

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 0	1! 0	0
Volume Module:												
Base Vol:	132	790	0	7	448	89	396	6	152	9	9	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	790	0	7	448	89	396	6	152	9	9	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	790	0	7	448	89	396	6	152	9	9	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:	132	790	0	7	448	89	396	6	152	9	9	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	790	0	7	448	89	396	6	152	9	9	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
FinalVolume:	132	790	0	7	448	89	396	6	152	9	9	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.67	0.33	0.99	0.01	1.00	0.45	0.45	0.10
Final Sat.:	1900	3610	0	1900	3012	598	1872	28	1900	855	855	190
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.00	0.00	0.15	0.15	0.21	0.21	0.08	0.01	0.01	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.35	0.00	0.07	0.30	0.30	0.34	0.34	0.34	0.07	0.07	0.07
Volume/Cap:	0.59	0.62	0.00	0.06	0.50	0.50	0.62	0.62	0.24	0.16	0.16	0.16
Delay/Veh:	41.9	25.3	0.0	39.5	26.3	26.3	26.9	26.9	21.6	40.2	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	25.3	0.0	39.5	26.3	26.3	26.9	26.9	21.6	40.2	40.2	40.2
LOS by Move:	D	C	A	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	4	10	0	0	7	7	10	10	3	1	1	1

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	61	0	398	0	0	0	0	1149	59	123	441	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	0	398	0	0	0	0	1149	59	123	441	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	0	398	0	0	0	0	1149	59	123	441	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	0	398	0	0	0	0	1149	59	123	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	0	398	0	0	0	0	1149	59	123	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	0	398	0	0	0	0	1149	59	123	441	0
OvlAdjVol:			275									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3044	156	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.25	0.00	0.00	0.00	0.00	0.38	0.38	0.08	0.14	0.00
OvlAdjV/S:			0.17									
Crit Moves:			****					****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	12	Average Delay (sec/veh):	21.3
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	182	488	173	189	0	392	58	77	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	182	488	173	189	0	392	58	77	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	182	488	173	189	0	392	58	77	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	182	0	173	189	0	392	58	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	182	0	173	189	0	392	58	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	182	0	173	189	0	392	58	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.74	0.26	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3310	490	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.09	0.05	0.00	0.12	0.12	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.17	0.00	0.30	0.47	0.00	0.39	0.39	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.30	0.00	0.30	0.11	0.00	0.30	0.30	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	33.1	0.0	24.3	13.3	0.0	18.8	18.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.1	0.0	24.3	13.3	0.0	18.8	18.8	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	B	A	B	B	A	A	A	A
HCM2kAvgQ:	0	3	0	4	2	0	4	4	0	0	0	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			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:	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	275	0	318	0	0	0	0	205	157	225	153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	318	0	0	0	0	205	157	225	153	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	318	0	0	0	0	205	157	225	153	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	318	0	0	0	0	205	157	225	153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	318	0	0	0	0	205	157	225	153	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	0	318	0	0	0	0	205	157	225	153	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.13	0.87	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1812	1388	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.20	0.00	0.00	0.00	0.00	0.11	0.11	0.14	0.05	0.00
Crit Moves:			****				****			****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	16	Average Delay (sec/veh):	34.2
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	49	568	267	101	409	137	277	420	106	272	206	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	568	267	101	409	137	277	420	106	272	206	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	568	267	101	409	137	277	420	106	272	206	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	568	267	101	409	137	277	420	106	272	206	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	568	267	101	409	137	277	420	106	272	206	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	568	267	101	409	137	277	420	106	272	206	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.36	0.64	1.00	1.50	0.50	1.00	1.60	0.40	1.00	1.10	0.90
Final Sat.:	1900	2456	1154	1900	2704	906	1900	2883	727	1900	1983	1627
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.05	0.15	0.15	0.15	0.15	0.15	0.14	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.31	0.31	0.07	0.30	0.30	0.20	0.28	0.28	0.16	0.24	0.24
Volume/Cap:	0.32	0.74	0.74	0.74	0.50	0.50	0.74	0.52	0.52	0.88	0.42	0.42
Delay/Veh:	40.1	30.6	30.6	60.9	26.3	26.3	42.0	28.0	28.0	60.8	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	30.6	30.6	60.9	26.3	26.3	42.0	28.0	28.0	60.8	29.0	29.0
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	12	12	4	7	7	9	7	7	11	5	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	110	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	16	Average Delay (sec/veh):	39.3
Optimal Cycle:	109	Level Of Service:	D

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	57	530	350	54	0	300	644	1759	0	0	1499	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:	57	530	350	54	0	300	644	1759	0	0	1499	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	530	350	54	0	300	644	1759	0	0	1499	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:	57	530	350	54	0	300	644	1759	0	0	1499	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	530	350	54	0	300	644	1759	0	0	1499	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:	57	530	350	54	0	300	644	1759	0	0	1499	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.10	0.90	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.82	0.18
Final Sat.:	184	1716	1900	1900	0	1900	3686	5187	0	0	6607	309
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.18	0.03	0.00	0.16	0.17	0.34	0.00	0.00	0.23	0.23
Crit Moves:	****			****			****				****	
Green/Cycle:	0.35	0.35	0.35	0.05	0.00	0.25	0.20	0.45	0.00	0.00	0.26	0.26
Volume/Cap:	0.89	0.89	0.53	0.52	0.00	0.63	0.89	0.75	0.00	0.00	0.89	0.89
Delay/Veh:	47.8	47.8	29.5	55.3	0.0	39.3	55.9	26.4	0.0	0.0	45.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	47.8	29.5	55.3	0.0	39.3	55.9	26.4	0.0	0.0	45.4	45.4
LOS by Move:	D	D	C	E	A	D	E	C	A	A	D	D
HCM2kAvgQ:	22	22	10	3	0	10	14	19	0	0	17	17

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	492	198	565	296	0	0	0	0	156	0	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	492	198	565	296	0	0	0	0	156	0	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	492	198	565	296	0	0	0	0	156	0	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	492	198	565	296	0	0	0	0	156	0	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	492	198	565	296	0	0	0	0	156	0	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	492	198	565	296	0	0	0	0	156	0	394
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.43	0.57	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2282	918	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.35	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.12
OvlAdjV/S:												0.00
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.122
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1148	115	213	526	184	276	1376	76	47	1059	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1148	115	213	526	184	276	1376	76	47	1059	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	2.00	1.00	1.00	2.84	0.16	1.00	2.06	0.94
Final Sat.:	1600	2909	291	1600	3200	1600	1600	4549	251	1600	3290	1510
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.13	0.16	0.12	0.17	0.30	0.30	0.03	0.32	0.32
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	164	933	66	155	361	102	271	1126	147	69	812	235
Growth Adj:	1.00	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	933	66	155	361	102	271	1126	147	69	812	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	933	66	155	361	102	271	1126	147	69	812	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	933	66	155	361	102	271	1126	147	69	812	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	933	66	155	361	102	271	1126	147	69	812	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	933	66	155	361	102	271	1126	147	69	812	235
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	2.00	2.34	0.66	1.00	2.65	0.35	1.00	2.33	0.67
Final Sat.:	1600	2989	211	2880	3743	1057	1600	4246	554	1600	3723	1077
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.05	0.10	0.10	0.17	0.27	0.27	0.04	0.22	0.22
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	239	1172	285	240	976	193	530	1241	163	230	822	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1172	285	240	976	193	530	1241	163	230	822	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1172	285	240	976	193	530	1241	163	230	822	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1172	285	240	976	193	530	1241	163	230	822	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1172	285	240	976	193	530	1241	163	230	822	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	1172	285	240	976	193	530	1241	163	230	822	304
OvlAdjVol:									30			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.41	0.59	1.00	2.50	0.50	2.00	3.00	1.00	2.00	2.19	0.81
Final Sat.:	2880	3861	939	1600	4008	792	2880	4800	1600	2880	3504	1296
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.15	0.24	0.24	0.18	0.26	0.10	0.08	0.23	0.23
OvlAdjV/S:									0.02			
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	22	0	321	0	0	0	0	1520	4	83	1270	0
Growth Adj:	1.00	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	321	0	0	0	0	1520	4	83	1270	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	321	0	0	0	0	1520	4	83	1270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	321	0	0	0	0	1520	4	83	1270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	321	0	0	0	0	1520	4	83	1270	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	321	0	0	0	0	1520	4	83	1270	0
OvlAdjVol:			238									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4787	13	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.00	0.32	0.32	0.05	0.26	0.00
OvlAdjV/S:			0.15									
Crit Moves:			****					****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	E

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	71	176	202	589	251	549	533	1086	37	183	992	460
Growth Adj:	1.00	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	176	202	589	251	549	533	1086	37	183	992	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	176	202	589	251	549	533	1086	37	183	992	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	176	202	589	251	549	533	1086	37	183	992	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	176	202	589	251	549	533	1086	37	183	992	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	176	202	589	251	549	533	1086	37	183	992	460
OvlAdjVol:						253						133
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.13	0.20	0.16	0.34	0.19	0.34	0.02	0.11	0.31	0.29
OvlAdjV/S:						0.16						0.08
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Azusa Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8	Average Delay (sec/veh):	14.1
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1669	36	0	1827	312	395	226	348	0	0	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1669	36	0	1827	312	395	226	348	0	0	369
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1669	36	0	1827	312	395	226	348	0	0	369
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1669	36	0	1827	0	395	226	348	0	0	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1669	36	0	1827	0	395	226	348	0	0	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1669	36	0	1827	0	395	226	348	0	0	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.92	0.08	0.00	4.00	1.00	1.27	0.73	1.00	0.00	0.00	1.00
Final Sat.:	0	6770	146	0	6916	1900	2296	1314	1805	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.26	0.00	0.17	0.17	0.19	0.00	0.00	0.19
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.53	0.53	0.00	0.53	0.00	0.38	0.38	0.38	0.00	0.00	0.00
Volume/Cap:	0.00	0.47	0.47	0.00	0.50	0.00	0.45	0.45	0.50	0.00	0.00	xxxx
Delay/Veh:	0.0	13.5	13.5	0.0	13.8	0.0	20.7	20.7	21.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	13.5	0.0	13.8	0.0	20.7	20.7	21.3	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	8	8	0	9	0	7	7	8	0	0	9

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	8	Average Delay (sec/veh):	15.9
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1468	461	0	1531	1058	0	0	0	614	0	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1468	461	0	1531	1058	0	0	0	614	0	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1468	461	0	1531	1058	0	0	0	614	0	444
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1468	0	0	1531	0	0	0	0	614	0	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1468	0	0	1531	0	0	0	0	614	0	444
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1468	0	0	1531	0	0	0	0	614	0	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.58	0.00	1.42
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	3003	0	2697
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.20	0.00	0.16
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.53	0.00	0.00	0.55	0.00	0.00	0.00	0.00	0.55	0.00	0.44
Delay/Veh:	0.0	13.6	0.0	0.0	13.8	0.0	0.0	0.0	0.0	22.6	0.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.6	0.0	0.0	13.8	0.0	0.0	0.0	0.0	22.6	0.0	21.3
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	0	0	10	0	0	0	0	9	0	7

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	1659	142	102	1014	0	161	11	146	160	20	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1659	142	102	1014	0	161	11	146	160	20	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	1659	142	102	1014	0	161	11	146	160	20	356
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1659	142	102	1014	0	161	11	146	160	20	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1659	142	102	1014	0	161	11	146	160	20	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1659	142	102	1014	0	161	11	146	160	20	356
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.87	0.13	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2995	205	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.09	0.06	0.21	0.00	0.05	0.05	0.09	0.10	0.01	0.22
Crit Moves:		****		****					****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	523	1495	291	69	1000	83	153	372	516	160	149	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	1495	291	69	1000	83	153	372	516	160	149	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	523	1495	291	69	1000	83	153	372	516	160	149	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	1495	291	69	1000	83	153	372	516	160	149	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	1495	291	69	1000	83	153	372	516	160	149	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	1495	291	69	1000	83	153	372	516	160	149	72
OvlAdjVol:									225			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.51	0.49	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.35	0.65
Final Sat.:	2880	4018	782	1600	4432	368	1600	3200	1600	1600	2157	1043
Capacity Analysis Module:												
Vol/Sat:	0.18	0.37	0.37	0.04	0.23	0.23	0.10	0.12	0.32	0.10	0.07	0.07
OvlAdjV/S:									0.14			
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Hurley St						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	276	0	60	189	1629	0	0	1243	407
Growth Adj:	1.00	1.00	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	276	0	60	189	1629	0	0	1243	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	276	0	60	189	1629	0	0	1243	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	276	0	60	189	1629	0	0	1243	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	276	0	60	189	1629	0	0	1243	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	276	0	60	189	1629	0	0	1243	407
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.26	0.74
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3616	1184
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.04	0.12	0.34	0.00	0.00	0.34	0.34
Crit Moves:				****				****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	12	Average Delay (sec/veh):	21.6
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1238	75	80	1069	400	140	24	384	55	0	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:	0	1238	75	80	1069	400	140	24	384	55	0	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1238	75	80	1069	400	140	24	384	55	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1238	75	80	1069	0	140	24	0	55	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1238	75	80	1069	0	140	24	0	55	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1238	75	80	1069	0	140	24	0	55	0	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.89	0.11	1.00	2.00	1.00	1.71	0.29	1.00	2.00	0.00	1.00
Final Sat.:	0	3404	206	1900	3610	1900	3244	556	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.04	0.30	0.00	0.04	0.04	0.00	0.01	0.00	0.05
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.50	0.50	0.06	0.56	0.00	0.22	0.22	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.73	0.73	0.70	0.53	0.00	0.20	0.20	0.00	0.15	0.00	0.53
Delay/Veh:	0.0	21.2	21.2	63.9	14.1	0.0	31.9	31.9	0.0	41.2	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	21.2	63.9	14.1	0.0	31.9	31.9	0.0	41.2	0.0	45.4
LOS by Move:	A	C	C	E	B	A	C	C	A	D	A	D
HCM2kAvgQ:	0	18	18	4	11	0	2	2	0	1	0	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	8	Average Delay (sec/veh):	13.8
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	733	456	0	1486	0	0	0	0	414	0	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	733	456	0	1486	0	0	0	0	414	0	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	733	456	0	1486	0	0	0	0	414	0	394
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:	0	733	0	0	1486	0	0	0	0	414	0	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	733	0	0	1486	0	0	0	0	414	0	394
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
FinalVolume:	0	733	0	0	1486	0	0	0	0	414	0	394
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.51	0.00	1.49
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2874	0	2826
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.61	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.00	0.33	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.00	0.46
Delay/Veh:	0.0	8.8	0.0	0.0	9.9	0.0	0.0	0.0	0.0	25.6	0.0	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	0.0	0.0	9.9	0.0	0.0	0.0	0.0	25.6	0.0	25.5
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	0	8	0	0	0	0	6	0	6

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	E

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0	0 1	1 0	0 1	0	1 0	2	0 1	1 0	2 1	0
Volume Module:												
Base Vol:	580	44	355	36	70	54	49	1207	424	206	1151	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	44	355	36	70	54	49	1207	424	206	1151	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	580	44	355	36	70	54	49	1207	424	206	1151	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	580	44	355	36	70	54	49	1207	424	206	1151	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	44	355	36	70	54	49	1207	424	206	1151	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	580	44	355	36	70	54	49	1207	424	206	1151	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.86	0.14	1.00	1.00	0.56	0.44	1.00	2.00	1.00	1.00	2.93	0.07
Final Sat.:	2974	226	1600	1600	903	697	1600	3200	1600	1600	4694	106
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.22	0.02	0.08	0.08	0.03	0.38	0.27	0.13	0.25	0.25
Crit Moves:			****			****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	256	0	110	127	1216	0	0	1030	358
Growth Adj:	1.00	1.00	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	256	0	110	127	1216	0	0	1030	358
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	256	0	110	127	1216	0	0	1030	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	256	0	110	127	1216	0	0	1030	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	0	110	127	1216	0	0	1030	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	256	0	110	127	1216	0	0	1030	358
OvlAdjVol:						39						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.07	0.04	0.25	0.00	0.00	0.32	0.22
OvlAdjV/S:						0.02						
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	8	Average Delay (sec/veh):	13.5
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	0	0 0	2 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1029	0	0	927	514	237	0	198	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	1029	0	0	927	514	237	0	198	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1029	0	0	927	514	237	0	198	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1029	0	0	927	0	237	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1029	0	0	927	0	237	0	198	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1029	0	0	927	0	237	0	198	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.37	0.00	0.63	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2611	0	1189	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.26	0.00	0.09	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.00	0.00	0.45	0.00	0.27	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	0.0	11.6	0.0	0.0	11.1	0.0	21.9	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	0.0	0.0	11.1	0.0	21.9	0.0	24.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	8	0	4	0	7	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Fairway Dr at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	12	Average Delay (sec/veh):	25.4
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	1
Volume Module:												
Base Vol:	240	691	0	0	1160	448	0	0	0	278	0	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	691	0	0	1160	448	0	0	0	278	0	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	691	0	0	1160	448	0	0	0	278	0	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	691	0	0	1160	448	0	0	0	278	0	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	691	0	0	1160	448	0	0	0	278	0	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	691	0	0	1160	448	0	0	0	278	0	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	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	1.00	0.00	1.00
Final Sat.:	1900	3610	0	0	3610	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.00	0.00	0.32	0.24	0.00	0.00	0.00	0.15	0.00	0.24
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.79	0.34	0.00	0.00	0.79	0.58	0.00	0.00	0.00	0.49	0.00	0.79
Delay/Veh:	49.4	10.5	0.0	0.0	26.3	21.8	0.0	0.0	0.0	26.5	0.0	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	10.5	0.0	0.0	26.3	21.8	0.0	0.0	0.0	26.5	0.0	36.2
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	D
HCM2kAvgQ:	9	5	0	0	17	10	0	0	0	7	0	13

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	396	94	409	30	87	9	11	1173	276	365	947	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:	396	94	409	30	87	9	11	1173	276	365	947	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	94	409	30	87	9	11	1173	276	365	947	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:	396	94	409	30	87	9	11	1173	276	365	947	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	94	409	30	87	9	11	1173	276	365	947	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:	396	94	409	30	87	9	11	1173	276	365	947	36
OvlAdjVol:			206									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.62	0.38	1.00	1.00	0.91	0.09	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	2586	614	1600	1600	1450	150	1600	3200	1600	2880	3083	117
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.26	0.02	0.06	0.06	0.01	0.37	0.17	0.13	0.31	0.31
OvlAdjV/S:			0.13									
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	93	466	167	151	454	181	184	1101	146	166	648	122
Growth Adj:	1.00	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	466	167	151	454	181	184	1101	146	166	648	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	466	167	151	454	181	184	1101	146	166	648	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	466	167	151	454	181	184	1101	146	166	648	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	466	167	151	454	181	184	1101	146	166	648	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	466	167	151	454	181	184	1101	146	166	648	122
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.65	0.35	1.00	1.68	0.32
Final Sat.:	1600	2356	844	1600	3200	1600	1600	4238	562	1600	2693	507
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.09	0.14	0.11	0.12	0.26	0.26	0.10	0.24	0.24
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	363	0	612	0	0	0	0	1364	188	248	780	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	0	612	0	0	0	0	1364	188	248	780	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	0	612	0	0	0	0	1364	188	248	780	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	0	612	0	0	0	0	1364	188	248	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	0	612	0	0	0	0	1364	188	248	780	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	363	0	612	0	0	0	0	1364	188	248	780	0
OvlAdjVol:			336									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.64	0.36	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	4219	581	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.19	0.00	0.00	0.00	0.00	0.32	0.32	0.09	0.24	0.00
OvlAdjV/S:			0.11									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	12	Average Delay (sec/veh):	17.1
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	16	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	945	506	302	1159	0	276	0	131	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	945	506	302	1159	0	276	0	131	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	945	506	302	1159	0	276	0	131	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	945	506	302	1159	0	276	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	945	506	302	1159	0	276	0	131	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	945	506	302	1159	0	276	0	131	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3686	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.27	0.16	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.46	0.46	0.28	0.74	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.58	0.58	0.44	0.00	0.58	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	0.0	18.1	18.7	29.7	4.7	0.0	38.6	0.0	38.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	18.1	18.7	29.7	4.7	0.0	38.6	0.0	38.8	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	10	11	7	6	0	5	0	4	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	16	Average Delay (sec/veh):	23.6
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	22	22	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	2 0	1 1	0	1 0	0 1	0	1 0	1! 0	1
Volume Module:												
Base Vol:	7	802	324	434	1207	6	6	7	7	413	4	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	802	324	434	1207	6	6	7	7	413	4	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	802	324	434	1207	6	6	7	7	413	4	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	7	802	324	434	1207	6	6	7	7	413	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	802	324	434	1207	6	6	7	7	413	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	7	802	324	434	1207	6	6	7	7	413	4	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	1.00	0.50	0.50	1.98	0.02	1.00
Final Sat.:	1900	3610	1900	3686	3592	18	1900	950	950	3764	36	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.17	0.12	0.34	0.34	0.00	0.01	0.01	0.11	0.11	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.07	0.39	0.39	0.19	0.52	0.52	0.07	0.07	0.07	0.17	0.17	0.00
Volume/Cap:	0.06	0.56	0.43	0.62	0.65	0.65	0.05	0.11	0.11	0.64	0.65	0.00
Delay/Veh:	39.5	21.7	20.3	35.2	16.5	16.5	39.5	39.9	39.9	37.0	37.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	21.7	20.3	35.2	16.5	16.5	39.5	39.9	39.9	37.0	37.1	0.0
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	A
HCM2kAvgQ:	0	9	6	7	13	13	0	0	0	6	7	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	356	873	143	265	808	172	505	1171	303	303	536	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:	356	873	143	265	808	172	505	1171	303	303	536	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	873	143	265	808	172	505	1171	303	303	536	143
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	356	873	0	265	808	0	505	1171	0	303	536	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	873	0	265	808	0	505	1171	0	303	536	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	356	873	0	265	808	0	505	1171	0	303	536	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.00	0.09	0.17	0.00	0.18	0.24	0.00	0.11	0.11	0.09
Crit Moves:	****				****			****			****	

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1	0 0	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	0	36	0	0	5	0	262	0	3	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	36	0	0	5	0	262	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	0	0	5	0	262	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	36	0	0	5	0	262	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	36	0	0	5	0	262	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	36	0	0	5	0	262	0	3	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	745	0	0	738	0	703	0	919	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	xxxx	xxxx	0.01	xxxx	0.37	xxxx	0.00	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	7.8	0.0	0.0	7.7	0.0	10.8	0.0	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	0.0	7.7	0.0	10.8	0.0	6.6	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	B	*	A	*	*	*
ApproachDel:		7.8			7.7			10.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		7.8			7.7			10.7			xxxxxx	
LOS by Appr:		A			A			B			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: B[13.0]

Street Name:	San Gabriel River Pkwy						I-605 SB On-Ramp					
Approach:	North Bound			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 2 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	333	38	204	357	0	0	0	0	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	333	38	204	357	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	333	38	204	357	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	333	38	204	357	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	333	38	204	357	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	0	0	167	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	900	1091	802	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	900	1091	551	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.37	0.03	0.37	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	1.7	0.1	1.7	1.9	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	11.3	8.4	15.3	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	A	C	B	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.0			13.0			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	27	0	295	129	230	1	0	2	24	306	36	0
Growth Adj:	1.00	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	0	295	129	230	1	0	2	24	306	36	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	295	129	230	1	0	2	24	306	36	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:	27	0	0	129	230	1	0	2	24	306	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	0	129	230	1	0	2	24	306	36	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
FinalVolume:	27	0	0	129	230	1	0	2	24	306	36	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.99	0.01	0.00	1.00	1.00	0.89	0.11	0.00
Final Sat.:	518	0	626	573	621	3	0	566	638	552	65	0
Capacity Analysis Module:												
Vol/Sat:	0.05	xxxx	0.00	0.23	0.37	0.37	xxxx	0.00	0.04	0.55	0.55	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	9.6	0.0	0.0	10.5	11.4	11.4	0.0	8.7	8.2	15.3	15.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	0.0	0.0	10.5	11.4	11.4	0.0	8.7	8.2	15.3	15.3	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:	9.6			11.1			8.2			15.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			11.1			8.2			15.3		
LOS by Appr:	A			B			A			C		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.5	0.5	0.0	0.0	0.0	1.1	1.1	1.1

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

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: F[641.7]

Street Name:	I-605 SB Off-Ramp						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Ignore			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			0 0 2 0 0		
Volume Module:												
Base Vol:	57	0	832	0	0	0	0	1726	203	0	1204	0
Growth Adj:	1.00	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	0	832	0	0	0	0	1726	203	0	1204	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	832	0	0	0	0	1726	203	0	1204	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	57	0	0	0	0	0	0	1726	0	0	1204	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	0	0	0	0	0	0	1726	0	0	1204	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2328	xxxx	863	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	32	xxxx	302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	32	xxxx	302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.78	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	6.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	641.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	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:	641.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[8.4]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	262	41	256	770	0	0	0	0	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	262	41	256	770	0	0	0	0	0	0	970
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	41	256	770	0	0	0	0	0	0	970
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	262	0	256	770	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	262	0	256	770	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	262	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	262
Potent Cap.:	xxxx	xxxx	xxxxx	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	782
Move Cap.:	xxxx	xxxx	xxxxx	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	782
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	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
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	12	Average Delay (sec/veh):	22.9
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	138	644	420	157	359	485	0	0	0	111	537	455
Growth Adj:	1.00	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	644	420	157	359	485	0	0	0	111	537	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	644	420	157	359	485	0	0	0	111	537	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	644	420	157	359	0	0	0	0	111	537	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	644	420	157	359	0	0	0	0	111	537	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	644	420	157	359	0	0	0	0	111	537	455
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.34	1.66	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	618	2992	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.22	0.08	0.10	0.00	0.00	0.00	0.00	0.18	0.18	0.24
Crit Moves:			****	****							****	
Green/Cycle:	0.18	0.40	0.40	0.15	0.36	0.00	0.00	0.00	0.00	0.32	0.32	0.47
Volume/Cap:	0.40	0.45	0.56	0.56	0.27	0.00	0.00	0.00	0.00	0.56	0.56	0.51
Delay/Veh:	33.2	20.2	22.0	38.1	20.4	0.0	0.0	0.0	0.0	25.8	25.8	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	20.2	22.0	38.1	20.4	0.0	0.0	0.0	0.0	25.8	25.8	17.1
LOS by Move:	C	C	C	D	C	A	A	A	A	C	C	B
HCM2kAvgQ:	4	7	9	5	4	0	0	0	0	8	8	9

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	8	Average Delay (sec/veh):	15.9
Optimal Cycle:	27	Level Of Service:	B

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	484	0	81	0	0	0	0	630	0	0	640	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	0	81	0	0	0	0	630	0	0	640	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	0	81	0	0	0	0	630	0	0	640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	0	81	0	0	0	0	630	0	0	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	0	81	0	0	0	0	630	0	0	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	0	81	0	0	0	0	630	0	0	640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.75	0.00	0.25	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3324	0	476	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.18	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.47	0.00
Volume/Cap:	0.33	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.38	0.00
Delay/Veh:	16.3	0.0	16.8	0.0	0.0	0.0	0.0	15.7	0.0	0.0	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	0.0	16.8	0.0	0.0	0.0	0.0	15.7	0.0	0.0	15.8	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	5	0	6	0	0	0	0	6	0	0	6	0

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Average Delay (sec/veh): 5449.8 Worst Case Level Of Service: F[51387.1]

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
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	0 0	0	1 0	1! 0	0	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	1489	0	60	0	126	0	0	83	0
Growth Adj:	1.00	1.00	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	1489	0	60	0	126	0	0	83	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1489	0	60	0	126	0	0	83	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1489	0	60	0	126	0	0	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1489	0	60	0	126	0	0	83	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	3008	xxxxx	xxxx	3038	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	14	xxxxx	xxxx	13	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	1	xxxxx	xxxx	1	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.91	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	70.65	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.5	xxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	12.7	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	8	Average Delay (sec/veh):	67.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	13	1438	527	0	2101	0	0	0	9	581	0	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1438	527	0	2101	0	0	0	9	581	0	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1438	527	0	2101	0	0	0	9	581	0	441
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:	13	1438	0	0	2101	0	0	0	9	581	0	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1438	0	0	2101	0	0	0	9	581	0	441
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
FinalVolume:	13	1438	0	0	2101	0	0	0	9	581	0	441
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.31	0.00	0.23
Crit Moves:					****		****			****		
Green/Cycle:	0.33	0.33	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.25	0.00	0.50
Volume/Cap:	0.02	1.22	0.00	0.00	0.61	0.00	0.00	0.00	xxxx	1.22	0.00	0.46
Delay/Veh:	20.5	136	0.0	0.0	9.1	0.0	0.0	0.0	0.0	149.4	0.0	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	136	0.0	0.0	9.1	0.0	0.0	0.0	0.0	149.4	0.0	14.9
LOS by Move:	C	F	A	A	A	A	A	A	A	F	A	B
HCM2kAvgQ:	0	40	0	0	13	0	0	0	0	32	0	8

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Nogales St at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	8	Average Delay (sec/veh):	16.3
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	937	330	0	1396	413	259	0	318	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	937	330	0	1396	413	259	0	318	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	937	330	0	1396	413	259	0	318	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	937	0	0	1396	0	259	0	318	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	937	0	0	1396	0	259	0	318	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	937	0	0	1396	0	259	0	318	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.29	0.00	0.71	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2450	0	1350	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.27	0.00	0.11	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.49	0.00	0.00	0.49	0.00	0.43	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.37	0.00	0.00	0.55	0.00	0.25	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	0.0	14.6	0.0	0.0	16.5	0.0	16.7	0.0	20.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	0.0	0.0	16.5	0.0	16.7	0.0	20.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A
HCM2kAvgQ:	0	6	0	0	10	0	4	0	10	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	8	Average Delay (sec/veh):	20.6
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	982	212	0	1374	388	0	0	0	428	0	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	982	212	0	1374	388	0	0	0	428	0	524
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	982	212	0	1374	388	0	0	0	428	0	524
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	982	0	0	1374	0	0	0	0	428	0	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	982	0	0	1374	0	0	0	0	428	0	524
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	982	0	0	1374	0	0	0	0	428	0	524
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.62	0.00	1.38
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	1179	0	2621
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.36	0.00	0.20
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Volume/Cap:	0.00	0.49	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.38
Delay/Veh:	0.0	21.2	0.0	0.0	24.2	0.0	0.0	0.0	0.0	17.3	0.0	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	0.0	0.0	24.2	0.0	0.0	0.0	0.0	17.3	0.0	12.7
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	7	0	0	13	0	0	0	0	15	0	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	90	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	16	Average Delay (sec/veh):	25.2
Optimal Cycle:	60	Level Of Service:	C

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	38	25	184	0	57	356	938	54	59	715	456
Growth Adj:	1.00	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	38	25	184	0	57	356	938	54	59	715	456
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	38	25	184	0	57	356	938	54	59	715	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	38	25	184	0	57	356	938	54	59	715	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	38	25	184	0	57	356	938	54	59	715	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	38	25	184	0	57	356	938	54	59	715	456
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.69	0.31	1.00	1.62	0.00	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1308	592	1900	3073	0	727	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.01	0.06	0.00	0.08	0.19	0.26	0.03	0.03	0.20	0.24
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.10	0.10	0.12	0.00	0.12	0.29	0.48	0.48	0.12	0.31	0.43
Volume/Cap:	0.64	0.64	0.13	0.49	0.00	0.64	0.64	0.54	0.06	0.25	0.64	0.56
Delay/Veh:	46.2	46.2	37.3	37.7	0.0	41.4	30.3	17.0	12.7	36.3	28.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	46.2	37.3	37.7	0.0	41.4	30.3	17.0	12.7	36.3	28.1	20.1
LOS by Move:	D	D	D	D	A	D	C	B	B	D	C	C
HCM2kAvgQ:	4	4	1	4	0	5	9	10	1	2	10	10

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	12	Average Delay (sec/veh):	22.2
Optimal Cycle:	37	Level Of Service:	C

Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	0	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	254	391	0	0	362	141	0	0	0	184	0	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:	254	391	0	0	362	141	0	0	0	184	0	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	254	391	0	0	362	141	0	0	0	184	0	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:	254	391	0	0	362	141	0	0	0	184	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	391	0	0	362	141	0	0	0	184	0	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:	254	391	0	0	362	141	0	0	0	184	0	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.68	0.00	1.32
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1288	0	2512
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.00	0.00	0.10	0.07	0.00	0.00	0.00	0.14	0.00	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.19	0.47	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.40	0.00	0.40
Volume/Cap:	0.36	0.23	0.00	0.00	0.36	0.27	0.00	0.00	0.00	0.36	0.00	0.18
Delay/Veh:	31.9	14.3	0.0	0.0	26.3	25.6	0.0	0.0	0.0	19.3	0.0	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	14.3	0.0	0.0	26.3	25.6	0.0	0.0	0.0	19.3	0.0	17.6
LOS by Move:	C	B	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	3	3	0	0	4	3	0	0	0	5	0	2

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

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APPENDIX C-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Year 2010 AM Existing Plus Project
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #1 Rose Hills Rd at Shepherd St

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	12	Average Delay (sec/veh):	18.7
Optimal Cycle:	32	Level Of Service:	B

****

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0	0 0	0 1	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	46	8	183	0	0	0	128	204	22	7	290	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	8	183	0	0	0	128	204	22	7	290	119
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	8	184	0	0	0	128	204	22	7	290	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	8	184	0	0	0	128	204	22	7	290	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	8	184	0	0	0	128	204	22	7	290	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	8	184	0	0	0	128	204	22	7	290	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.85	0.15	1.00	0.00	0.00	0.00	0.72	1.16	0.12	0.02	0.98	1.00
Final Sat.:	1619	281	1900	0	0	0	1305	2080	224	45	1855	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.00	0.00	0.00	0.10	0.10	0.10	0.16	0.16	0.06
Crit Moves:		****							****	****		
Green/Cycle:	0.11	0.11	0.58	0.00	0.00	0.00	0.29	0.29	0.29	0.46	0.46	0.46
Volume/Cap:	0.26	0.26	0.17	0.00	0.00	0.00	0.34	0.34	0.34	0.34	0.34	0.13
Delay/Veh:	37.2	37.2	9.1	0.0	0.0	0.0	25.3	25.3	25.3	15.5	15.5	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	37.2	9.1	0.0	0.0	0.0	25.3	25.3	25.3	15.5	15.5	13.8
LOS by Move:	D	D	A	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	2	2	2	0	0	0	4	4	4	5	5	2

****

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

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Year 2010 AM Existing Plus Project
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	8	Average Delay (sec/veh):	15.3
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	22	22	22	22	22	22
Y+R:	4.0	4.0	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:	53	6	32	337	164	190	30	705	61	129	809	220
Growth Adj:	1.00	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	6	32	337	164	190	30	705	61	129	809	220
Added Vol:	0	0	0	15	0	6	0	31	1	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	6	32	352	164	196	30	736	62	129	824	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	6	32	352	164	196	30	736	62	129	824	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	6	32	352	164	196	30	736	62	129	824	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	6	32	352	164	196	30	736	62	129	824	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	3330	280	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.19	0.09	0.11	0.02	0.22	0.22	0.07	0.23	0.12
Crit Moves:				****							****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.07	0.01	0.04	0.45	0.22	0.27	0.03	0.44	0.44	0.14	0.45	0.23
Delay/Veh:	16.3	15.8	16.1	19.8	17.4	17.8	11.3	14.4	14.4	12.0	14.6	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	15.8	16.1	19.8	17.4	17.8	11.3	14.4	14.4	12.0	14.6	12.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	0	1	7	3	4	0	7	7	2	8	3

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

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Year 2010 AM Existing Plus Project
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-605 NB Ramps at Pellissier Pl

Cycle (sec):	90	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	16	Average Delay (sec/veh):	28.9
Optimal Cycle:	75	Level Of Service:	C

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	0
Volume Module:												
Base Vol:	85	215	0	12	1243	219	233	9	232	5	4	0
Growth Adj:	1.00	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	215	0	12	1243	219	233	9	232	5	4	0
Added Vol:	6	0	0	0	0	10	44	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	10	0	0	5	0
Initial Fut:	91	215	0	12	1243	229	277	19	238	5	9	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	215	0	12	1243	229	277	19	238	5	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	215	0	12	1243	229	277	19	238	5	9	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	215	0	12	1243	229	277	19	238	5	9	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.69	0.31	0.94	0.06	1.00	0.36	0.64	0.00
Final Sat.:	1900	3610	0	1900	3048	562	1778	122	1900	679	1221	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.01	0.41	0.41	0.16	0.16	0.13	0.01	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.28	0.00	0.28	0.50	0.50	0.19	0.19	0.19	0.07	0.07	0.00
Volume/Cap:	0.72	0.21	0.00	0.02	0.82	0.82	0.82	0.82	0.66	0.11	0.11	0.00
Delay/Veh:	59.1	24.7	0.0	23.3	22.2	22.2	48.5	48.5	38.1	39.9	39.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	24.7	0.0	23.3	22.2	22.2	48.5	48.5	38.1	39.9	39.9	0.0
LOS by Move:	E	C	A	C	C	C	D	D	D	D	D	A
HCM2kAvgQ:	4	2	0	0	20	20	10	10	7	0	0	0

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

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Year 2010 AM Existing Plus Project
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	32	0	115	0	0	0	0	290	120	405	1422	0
Growth Adj:	1.00	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	0	115	0	0	0	0	290	120	405	1422	0
Added Vol:	0	0	0	0	0	0	0	13	0	0	21	0
PasserByVol:	0	0	10	0	0	0	0	10	0	5	5	0
Initial Fut:	32	0	125	0	0	0	0	313	120	410	1448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	125	0	0	0	0	313	120	410	1448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	125	0	0	0	0	313	120	410	1448	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	0	125	0	0	0	0	313	120	410	1448	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.45	0.55	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2313	887	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.00	0.14	0.14	0.26	0.45	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

Year 2010 AM Existing Plus Project
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	12	Average Delay (sec/veh):	19.6
Optimal Cycle:	30	Level Of Service:	B

****

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	171	113	294	0	260	2	447	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	249	171	113	294	0	260	2	447	0	0	0
Added Vol:	0	0	0	2	3	0	16	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	249	171	115	297	0	276	2	448	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	249	0	115	297	0	276	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	0	115	297	0	276	2	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	249	0	115	297	0	276	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3773	27	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.06	0.08	0.00	0.07	0.07	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.29	0.00	0.26	0.55	0.00	0.31	0.31	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.23	0.00	0.23	0.15	0.00	0.23	0.23	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.1	0.0	26.6	9.8	0.0	23.0	23.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.1	0.0	26.6	9.8	0.0	23.0	23.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	0	3	2	0	3	3	0	0	0	0

****

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			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:	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	201	0	272	0	0	0	0	144	159	280	142	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	0	272	0	0	0	0	144	159	280	142	0
Added Vol:	4	0	24	0	0	0	0	6	10	33	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	296	0	0	0	0	150	169	313	181	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	0	296	0	0	0	0	150	169	313	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	296	0	0	0	0	150	169	313	181	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	0	296	0	0	0	0	150	169	313	181	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.19	0.00	0.00	0.00	0.00	0.09	0.11	0.20	0.06	0.00
Crit Moves:			****				****			****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	16	Average Delay (sec/veh):	36.2
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	57	594	296	158	721	269	115	184	111	296	365	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:	57	594	296	158	721	269	115	184	111	296	365	71
Added Vol:	1	4	1	0	16	0	0	0	4	4	0	0
PasserByVol:	0	5	0	0	10	0	0	0	0	0	0	0
Initial Fut:	58	603	297	158	747	269	115	184	115	300	365	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:	58	603	297	158	747	269	115	184	115	300	365	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	603	297	158	747	269	115	184	115	300	365	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	603	297	158	747	269	115	184	115	300	365	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.34	0.66	1.00	1.47	0.53	1.00	1.23	0.77	1.00	1.67	0.33
Final Sat.:	1900	2419	1191	1900	2654	956	1900	2222	1388	1900	3022	588
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.08	0.28	0.28	0.06	0.08	0.08	0.16	0.12	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.31	0.31	0.10	0.36	0.36	0.09	0.22	0.22	0.20	0.33	0.33
Volume/Cap:	0.51	0.79	0.79	0.79	0.78	0.78	0.67	0.38	0.38	0.78	0.37	0.37
Delay/Veh:	49.3	35.3	35.3	63.1	31.8	31.8	53.5	33.5	33.5	48.1	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	35.3	35.3	63.1	31.8	31.8	53.5	33.5	33.5	48.1	25.7	25.7
LOS by Move:	D	D	D	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	15	15	7	16	16	5	4	4	11	5	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	16	Average Delay (sec/veh):	81.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	125	363	306	42	0	651	388	1340	0	0	2069	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	363	306	42	0	651	388	1340	0	0	2069	68
Added Vol:	4	22	39	1	0	11	33	574	0	0	155	7
PasserByVol:	0	0	40	0	0	0	0	40	0	0	10	10
Initial Fut:	129	385	385	43	0	662	421	1954	0	0	2234	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:	129	385	385	43	0	662	421	1954	0	0	2234	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	385	385	43	0	662	421	1954	0	0	2234	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:	129	385	385	43	0	662	421	1954	0	0	2234	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.25	0.75	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.85	0.15
Final Sat.:	477	1423	1900	1900	0	1900	3686	5187	0	0	6663	253
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.20	0.02	0.00	0.35	0.11	0.38	0.00	0.00	0.34	0.34
Crit Moves:		****				****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.21	0.00	0.32	0.10	0.41	0.00	0.00	0.30	0.30
Volume/Cap:	1.10	1.10	0.82	0.11	0.00	1.10	1.10	0.92	0.00	0.00	1.10	1.10
Delay/Veh:	117.3	117	54.2	38.2	0.0	108.5	129.9	41.0	0.0	0.0	95.1	95.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.3	117	54.2	38.2	0.0	108.5	129.9	41.0	0.0	0.0	95.1	95.1
LOS by Move:	F	F	D	D	A	F	F	D	A	A	F	F
HCM2kAvgQ:	29	29	16	1	0	36	14	29	0	0	35	35

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	338	71	325	387	0	0	0	0	469	0	800
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	338	71	325	387	0	0	0	0	469	0	800
Added Vol:	0	7	1	18	12	0	0	0	0	4	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	345	72	343	399	0	0	0	0	473	0	810
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	345	72	343	399	0	0	0	0	473	0	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	345	72	343	399	0	0	0	0	473	0	810
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	345	72	343	399	0	0	0	0	473	0	810
OvlAdjVol:												124
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.65	0.35	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2647	553	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.21	0.12	0.00	0.00	0.00	0.00	0.30	0.00	0.25
OvlAdjV/S:												0.04
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Added Vol:	0	29	26	4	18	3	8	532	1	21	202	7
PasserByVol:	0	0	20	0	0	0	0	80	0	10	20	0
Initial Fut:	126	681	74	247	1047	207	219	1673	124	215	1448	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	681	74	247	1047	207	219	1673	124	215	1448	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	681	74	247	1047	207	219	1673	124	215	1448	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	681	74	247	1047	207	219	1673	124	215	1448	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.79	0.21	1.00	2.54	0.46
Final Sat.:	1600	2886	314	1600	3200	1600	1600	4469	331	1600	4072	728
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.15	0.33	0.13	0.14	0.37	0.37	0.13	0.36	0.36
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	136	259	41	204	542	186	76	783	146	63	1332	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:	136	259	41	204	542	186	76	783	146	63	1332	163
Added Vol:	14	11	14	3	19	1	2	504	49	69	218	25
PasserByVol:	0	0	0	0	0	0	0	100	0	0	30	0
Initial Fut:	150	270	55	207	561	187	78	1387	195	132	1580	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	270	55	207	561	187	78	1387	195	132	1580	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	270	55	207	561	187	78	1387	195	132	1580	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	270	55	207	561	187	78	1387	195	132	1580	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	2.00	2.25	0.75	1.00	2.63	0.37	1.00	2.68	0.32
Final Sat.:	1600	2658	542	2880	3600	1200	1600	4208	592	1600	4290	510
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.07	0.16	0.16	0.05	0.33	0.33	0.08	0.37	0.37
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	161	Level Of Service:	E

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	243	903	141	193	1360	207	204	528	178	395	1317	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:	243	903	141	193	1360	207	204	528	178	395	1317	153
Added Vol:	-15	30	-14	33	38	17	32	397	-1	4	277	30
PasserByVol:	0	0	75	0	0	0	0	100	0	20	30	0
Initial Fut:	228	933	202	226	1398	224	236	1025	177	419	1624	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:	228	933	202	226	1398	224	236	1025	177	419	1624	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	933	202	226	1398	224	236	1025	177	419	1624	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	933	202	226	1398	224	236	1025	177	419	1624	183
OvlAdjVol:									50			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.47	0.53	1.00	2.59	0.41	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	2880	3946	854	1600	4137	663	2880	4800	1600	2880	4314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.14	0.34	0.34	0.08	0.21	0.11	0.15	0.38	0.38
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	12	0	181	0	0	0	0	611	7	127	1817	0
Growth Adj:	1.00	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	181	0	0	0	0	611	7	127	1817	0
Added Vol:	0	0	0	0	0	0	0	395	0	0	351	0
PasserByVol:	0	0	0	0	0	0	0	175	0	0	50	0
Initial Fut:	12	0	181	0	0	0	0	1181	7	127	2218	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	181	0	0	0	0	1181	7	127	2218	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	181	0	0	0	0	1181	7	127	2218	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	181	0	0	0	0	1181	7	127	2218	0
OvlAdjVol:			54									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4772	28	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.11	0.00	0.00	0.00	0.00	0.25	0.25	0.08	0.46	0.00
OvlAdjV/S:			0.03									
Crit Moves:			****				****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	49	153	60	311	108	618	632	478	22	54	894	490
Growth Adj:	1.00	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	153	60	311	108	618	632	478	22	54	894	490
Added Vol:	0	76	91	79	7	-3	27	214	0	38	78	61
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	49	239	151	390	120	615	659	692	22	92	972	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	151	390	120	615	659	692	22	92	972	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	239	151	390	120	615	659	692	22	92	972	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	239	151	390	120	615	659	692	22	92	972	551
OvlAdjVol:						249						334
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.09	0.14	0.08	0.38	0.23	0.22	0.01	0.06	0.30	0.34
OvlAdjV/S:						0.16						0.21
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Azusa Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	8	Average Delay (sec/veh):	16.3
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1575	13	0	1087	498	783	145	199	0	0	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1575	13	0	1087	498	783	145	199	0	0	115
Added Vol:	0	164	0	0	47	6	51	0	36	0	0	0
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	0	1749	13	0	1139	504	834	145	235	0	0	115
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1749	13	0	1139	0	834	145	235	0	0	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1749	13	0	1139	0	834	145	235	0	0	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1749	13	0	1139	0	834	145	235	0	0	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.97	0.03	0.00	4.00	1.00	2.00	0.38	0.62	0.00	0.00	1.00
Final Sat.:	0	6865	51	0	6916	1900	3610	689	1116	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.16	0.00	0.23	0.21	0.21	0.00	0.00	0.06
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.48	0.48	0.00	0.48	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.53	0.53	0.00	0.34	0.00	0.53	0.49	0.49	0.00	0.00	xxxx
Delay/Veh:	0.0	16.6	16.6	0.0	14.8	0.0	19.0	18.5	18.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.6	16.6	0.0	14.8	0.0	19.0	18.5	18.5	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	9	9	0	5	0	9	8	8	0	0	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	8	Average Delay (sec/veh):	13.9
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1498	320	0	1242	337	0	0	0	333	0	479
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1498	320	0	1242	337	0	0	0	333	0	479
Added Vol:	0	188	17	0	30	6	0	0	0	24	0	38
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	0	1696	337	0	1277	343	0	0	0	357	0	517
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1696	0	0	1277	0	0	0	0	357	0	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1696	0	0	1277	0	0	0	0	357	0	517
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1696	0	0	1277	0	0	0	0	357	0	517
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	2676	0	3024
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.13	0.00	0.17
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.55	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.43	0.00	0.55
Delay/Veh:	0.0	11.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	24.7	0.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.0	0.0	0.0	9.7	0.0	0.0	0.0	0.0	24.7	0.0	26.0
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	0	0	7	0	0	0	0	6	0	8

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	114	894	165	136	1534	0	85	30	154	137	15	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:	114	894	165	136	1534	0	85	30	154	137	15	205
Added Vol:	0	35	84	42	112	0	0	0	0	143	0	0
PasserByVol:	0	0	10	11	0	0	0	0	0	5	0	5
Initial Fut:	114	929	259	189	1646	0	85	30	154	285	15	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	929	259	189	1646	0	85	30	154	285	15	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	929	259	189	1646	0	85	30	154	285	15	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	929	259	189	1646	0	85	30	154	285	15	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.48	0.52	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2365	835	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.16	0.12	0.34	0.00	0.04	0.04	0.10	0.18	0.01	0.13
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.031
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	479	786	209	24	1257	113	59	178	642	326	338	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:	479	786	209	24	1257	113	59	178	642	326	338	71
Added Vol:	0	33	2	0	143	8	2	7	0	11	33	0
PasserByVol:	0	5	0	0	11	0	0	0	0	0	0	0
Initial Fut:	479	824	211	24	1411	121	61	185	642	337	371	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:	479	824	211	24	1411	121	61	185	642	337	371	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	824	211	24	1411	121	61	185	642	337	371	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	824	211	24	1411	121	61	185	642	337	371	71
OvlAdjVol:									376			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.39	0.61	1.00	2.76	0.24	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	2880	3821	979	1600	4421	379	1600	3200	1600	1600	2686	514
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.02	0.32	0.32	0.04	0.06	0.40	0.21	0.14	0.14
OvlAdjV/S:									0.23			
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Hurley St						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	216	0	41	103	806	0	0	1872	389
Growth Adj:	1.00	1.00	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	216	0	41	103	806	0	0	1872	389
Added Vol:	0	0	0	30	0	96	103	293	0	0	256	41
PasserByVol:	0	0	0	21	0	0	0	175	0	0	50	10
Initial Fut:	0	0	0	267	0	137	206	1274	0	0	2178	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	267	0	137	206	1274	0	0	2178	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	0	137	206	1274	0	0	2178	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	267	0	137	206	1274	0	0	2178	440
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3993	807
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.13	0.27	0.00	0.00	0.55	0.55
Crit Moves:				****							****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	12	Average Delay (sec/veh):	20.3
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1160	19	26	630	338	436	14	387	17	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1160	19	26	630	338	436	14	387	17	0	22
Added Vol:	0	143	0	0	168	44	111	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1303	19	26	798	382	547	14	399	17	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1303	19	26	798	0	547	14	0	17	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1303	19	26	798	0	547	14	0	17	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1303	19	26	798	0	547	14	0	17	0	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	1.00	1.95	0.05	1.00	2.00	0.00	1.00
Final Sat.:	0	3558	52	1900	3610	1900	3705	95	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.01	0.22	0.00	0.15	0.15	0.00	0.00	0.00	0.01
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.54	0.54	0.06	0.60	0.00	0.22	0.22	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.68	0.68	0.23	0.37	0.00	0.67	0.67	0.00	0.08	0.00	0.19
Delay/Veh:	0.0	17.7	17.7	45.8	10.4	0.0	37.8	37.8	0.0	44.5	0.0	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	17.7	45.8	10.4	0.0	37.8	37.8	0.0	44.5	0.0	45.5
LOS by Move:	A	B	B	D	B	A	D	D	A	D	A	D
HCM2kAvgQ:	0	16	16	1	7	0	9	9	0	0	0	1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	8	Average Delay (sec/veh):	15.4
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1047	267	0	806	0	0	0	0	305	0	515
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1047	267	0	806	0	0	0	0	305	0	515
Added Vol:	0	231	6	0	226	0	0	0	0	34	0	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1278	273	0	1032	0	0	0	0	339	0	619
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:	0	1278	0	0	1032	0	0	0	0	339	0	619
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1278	0	0	1032	0	0	0	0	339	0	619
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
FinalVolume:	0	1278	0	0	1032	0	0	0	0	339	0	619
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.35	0.00	1.65
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2572	0	3128
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.13	0.00	0.20
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.61	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.40	0.00	0.61
Delay/Veh:	0.0	12.5	0.0	0.0	9.8	0.0	0.0	0.0	0.0	23.6	0.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	0.0	0.0	9.8	0.0	0.0	0.0	0.0	23.6	0.0	26.1
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	0	0	5	0	0	0	0	6	0	9

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	400	37	149	11	34	78	64	673	529	293	1620	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:	400	37	149	11	34	78	64	673	529	293	1620	17
Added Vol:	75	3	22	0	13	6	1	178	148	64	242	0
PasserByVol:	0	0	0	0	0	0	0	196	0	0	60	0
Initial Fut:	475	40	171	11	47	84	65	1047	677	357	1922	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:	475	40	171	11	47	84	65	1047	677	357	1922	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	40	171	11	47	84	65	1047	677	357	1922	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:	475	40	171	11	47	84	65	1047	677	357	1922	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.36	0.64	1.00	2.00	1.00	1.00	2.97	0.03
Final Sat.:	2951	249	1600	1600	574	1026	1600	3200	1600	1600	4758	42
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.11	0.01	0.08	0.08	0.04	0.33	0.42	0.22	0.40	0.40
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	139	0	222	149	576	0	0	1401	367
Growth Adj:	1.00	1.00	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	139	0	222	149	576	0	0	1401	367
Added Vol:	0	0	0	8	0	36	48	152	0	0	270	24
PasserByVol:	0	0	0	90	0	0	0	196	0	0	60	27
Initial Fut:	0	0	0	237	0	258	197	924	0	0	1731	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	237	0	258	197	924	0	0	1731	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	0	258	197	924	0	0	1731	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	237	0	258	197	924	0	0	1731	418
OvlAdjVol:						149						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.16	0.07	0.19	0.00	0.00	0.54	0.26
OvlAdjV/S:						0.09						
Crit Moves:						****	****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	8	Average Delay (sec/veh):	18.2
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	0 0	0 0	2	0 1	1 0	1!	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	846	0	0	616	318	410	0	300	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	846	0	0	616	318	410	0	300	0	0	0
Added Vol:	0	30	0	0	5	3	21	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	48	0	0	0	0	0
Initial Fut:	0	876	0	0	621	321	479	0	301	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	876	0	0	621	0	479	0	301	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	876	0	0	621	0	479	0	301	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	876	0	0	621	0	479	0	301	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.44	0.00	0.56	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2742	0	1058	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.17	0.00	0.17	0.00	0.28	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.58	0.00	0.00	0.41	0.00	0.36	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	20.6	0.0	0.0	18.5	0.0	14.2	0.0	16.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.6	0.0	0.0	18.5	0.0	14.2	0.0	16.9	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	10	0	0	6	0	6	0	11	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Fairway Dr at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	12	Average Delay (sec/veh):	23.5
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	1
Volume Module:												
Base Vol:	156	913	0	0	634	185	0	0	0	232	0	498
Growth Adj:	1.00	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	913	0	0	634	185	0	0	0	232	0	498
Added Vol:	0	51	0	0	7	5	0	0	0	1	0	16
PasserByVol:	0	48	0	0	0	17	0	0	0	0	0	0
Initial Fut:	156	1012	0	0	641	207	0	0	0	233	0	514
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1012	0	0	641	207	0	0	0	233	0	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1012	0	0	641	207	0	0	0	233	0	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1012	0	0	641	207	0	0	0	233	0	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	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	1.00	0.00	1.00
Final Sat.:	1900	3610	0	0	3610	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.00	0.00	0.18	0.11	0.00	0.00	0.00	0.12	0.00	0.27
Crit Moves:		****		****								****
Green/Cycle:	0.14	0.44	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.59	0.64	0.00	0.00	0.59	0.36	0.00	0.00	0.00	0.29	0.00	0.64
Delay/Veh:	39.8	20.4	0.0	0.0	27.5	25.0	0.0	0.0	0.0	17.1	0.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	20.4	0.0	0.0	27.5	25.0	0.0	0.0	0.0	17.1	0.0	22.0
LOS by Move:	D	C	A	A	C	C	A	A	A	B	A	C
HCM2kAvgQ:	5	12	0	0	9	5	0	0	0	4	0	12

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	382	50	272	57	163	7	14	561	265	220	1270	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:	382	50	272	57	163	7	14	561	265	220	1270	10
Added Vol:	3	3	6	0	14	-4	-11	165	5	28	295	0
PasserByVol:	0	0	48	0	0	0	0	286	0	17	87	0
Initial Fut:	385	53	326	57	177	3	3	1012	270	265	1652	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:	385	53	326	57	177	3	3	1012	270	265	1652	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	53	326	57	177	3	3	1012	270	265	1652	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	53	326	57	177	3	3	1012	270	265	1652	10
OvlAdjVol:			179									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	0.98	0.02	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2813	387	1600	1600	1573	27	1600	3200	1600	2880	3181	19
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.20	0.04	0.11	0.11	0.00	0.32	0.17	0.09	0.52	0.52
OvlAdjV/S:			0.11									
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	113	376	146	96	636	227	112	459	134	171	1082	123
Growth Adj:	1.00	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	376	146	96	636	227	112	459	134	171	1082	123
Added Vol:	0	8	0	0	33	0	0	168	3	0	323	0
PasserByVol:	1	0	0	133	0	0	0	326	8	0	103	34
Initial Fut:	114	384	146	229	669	227	112	953	145	171	1508	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:	114	384	146	229	669	227	112	953	145	171	1508	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	384	146	229	669	227	112	953	145	171	1508	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:	114	384	146	229	669	227	112	953	145	171	1508	157
OvlAdjVol:						115						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.81	0.19
Final Sat.:	1600	2318	882	1600	3200	1600	1600	4166	634	1600	2898	302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.14	0.21	0.14	0.07	0.23	0.23	0.11	0.52	0.52
OvlAdjV/S:						0.07						
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	278	0	189	0	0	0	0	593	276	405	1403	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	0	189	0	0	0	0	593	276	405	1403	0
Added Vol:	11	0	10	0	0	0	0	129	39	42	312	0
PasserByVol:	80	0	111	0	0	0	0	210	249	108	57	0
Initial Fut:	369	0	310	0	0	0	0	932	564	555	1772	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	0	310	0	0	0	0	932	564	555	1772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	310	0	0	0	0	932	564	555	1772	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	0	310	0	0	0	0	932	564	555	1772	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.35	0.19	0.55	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.370
Loss Time (sec):	12	Average Delay (sec/veh):	146.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	16	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1272	372	329	1021	0	588	0	266	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	1272	372	329	1021	0	588	0	266	0	0	0
Added Vol:	0	61	0	8	8	0	53	0	12	0	0	0
PasserByVol:	0	1239	0	103	270	0	424	0	0	0	0	0
Initial Fut:	0	2572	372	440	1299	0	1065	0	278	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2572	372	440	1299	0	1065	0	278	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2572	372	440	1299	0	1065	0	278	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2572	372	440	1299	0	1065	0	278	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3686	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.20	0.23	0.36	0.00	0.29	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.52	0.17	0.69	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	1.37	0.38	1.37	0.52	0.00	1.37	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	0.0	199	17.4	235.0	9.3	0.0	222.0	0.0	49.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	199	17.4	235.0	9.3	0.0	222.0	0.0	49.0	0.0	0.0	0.0
LOS by Move:	A	F	B	F	A	A	F	A	D	A	A	A
HCM2kAvgQ:	0	94	8	30	11	0	40	0	11	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.059
Loss Time (sec):	16	Average Delay (sec/veh):	66.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	22	22	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	2 0	1 1	0	1 0	0 1	0	1 0	1! 0	1
Volume Module:												
Base Vol:	8	924	367	356	695	2	8	8	1	549	3	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	924	367	356	695	2	8	8	1	549	3	441
Added Vol:	0	86	28	40	16	0	0	0	0	0	0	38
PasserByVol:	466	788	0	31	154	91	18	21	148	0	122	140
Initial Fut:	474	1798	395	427	865	93	26	29	149	549	125	619
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	474	1798	395	427	865	93	26	29	149	549	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1798	395	427	865	93	26	29	149	549	125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	474	1798	395	427	865	93	26	29	149	549	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.16	0.84	1.69	0.31	1.00
Final Sat.:	1900	3610	1900	3686	3260	350	1900	310	1590	3206	594	1900
Capacity Analysis Module:												
Vol/Sat:	0.25	0.50	0.21	0.12	0.27	0.27	0.01	0.09	0.09	0.17	0.21	0.00
Crit Moves:		****		****				****			****	
Green/Cycle:	0.28	0.47	0.47	0.11	0.30	0.30	0.09	0.09	0.09	0.20	0.20	0.00
Volume/Cap:	0.89	1.06	0.44	1.06	0.89	0.89	0.15	1.06	1.06	0.86	1.06	0.00
Delay/Veh:	57.9	71.2	21.6	114.7	49.4	49.4	51.0	141	140.6	56.3	100	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	71.2	21.6	114.7	49.4	49.4	51.0	141	140.6	56.3	100	0.0
LOS by Move:	E	E	C	F	D	D	D	F	F	E	F	A
HCM2kAvgQ:	16	39	9	13	21	21	1	11	11	14	22	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	369	524	120	153	846	329	145	385	185	180	975	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:	369	524	120	153	846	329	145	385	185	180	975	65
Added Vol:	30	16	26	21	47	52	13	100	25	22	272	6
PasserByVol:	73	177	101	0	617	69	29	9	283	410	23	0
Initial Fut:	472	717	247	174	1510	450	187	494	493	612	1270	71
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	472	717	0	174	1510	0	187	494	0	612	1270	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	717	0	174	1510	0	187	494	0	612	1270	71
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	472	717	0	174	1510	0	187	494	0	612	1270	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.00	0.06	0.31	0.00	0.06	0.10	0.00	0.21	0.26	0.04
Crit Moves:	****				****		****				****	

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1	0 0	0 1	0 0	0 0	0
Volume Module:												
Base Vol:	0	8	0	0	20	0	386	0	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:	0	8	0	0	20	0	386	0	16	0	0	0
Added Vol:	0	0	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	8	0	0	20	0	387	0	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:	0	8	0	0	20	0	387	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	0	0	20	0	387	0	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	8	0	0	20	0	387	0	16	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	678	0	0	681	0	709	0	927	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	xxxx	xxxx	0.03	xxxx	0.55	xxxx	0.02	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	8.0	0.0	0.0	8.1	0.0	13.7	0.0	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.0	0.0	0.0	8.1	0.0	13.7	0.0	6.6	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	B	*	A	*	*	*
ApproachDel:		8.0			8.1			13.4			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		8.0			8.1			13.4			xxxxxx	
LOS by Appr:		A			A			B			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 13.0 Worst Case Level Of Service: B[14.2]

Street Name:	San Gabriel River Pkwy								I-605 SB On-Ramp							
Approach:	North Bound					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	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	222		33		109	539			0	0		0		0	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	222		33		109	539			0	0		0		0	0		0		0
Added Vol:	0	0		0		2	0			0	0		0		0	0		0		0
PasserByVol:	0	0		0		0	0			0	0		0		0	0		0		0
Initial Fut:	0	222		33		111	539			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
PHF Adj:	1.00	1.00		1.00		1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	222		33		111	539			0	0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0			0	0		0		0	0		0		0
FinalVolume:	0	222		33		111	539			0	0		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1	6.5			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	0		0		111	0			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	900		1091		872	900			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	900		1091		685	900			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	0.25		0.03		0.16	0.60			xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	1.0		0.1		0.6	3.8			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	10.3		8.4		11.3	14.8			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	B		A		B	B			*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*	*		*		*	*			*	*		*		*	*		*		*
ApproachDel:		10.1					14.2					xxxxxx					xxxxxx			
ApproachLOS:		B					B					*					*			

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0	Average Delay (sec/veh):	13.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	14	0	213	146	275	3	0	9	27	344	13	0
Growth Adj:	1.00	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	213	146	275	3	0	9	27	344	13	0
Added Vol:	0	0	0	0	0	2	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	213	146	275	5	0	9	29	344	13	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:	14	0	0	146	275	5	0	9	29	344	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	0	146	275	5	0	9	29	344	13	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
FinalVolume:	14	0	0	146	275	5	0	9	29	344	13	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.98	0.02	0.00	1.00	1.00	0.96	0.04	0.00
Final Sat.:	499	0	599	567	606	11	0	550	616	580	22	0
Capacity Analysis Module:												
Vol/Sat:	0.03	xxxx	0.00	0.26	0.45	0.45	xxxx	0.02	0.05	0.59	0.59	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	9.6	0.0	0.0	10.9	12.8	12.8	0.0	9.0	8.4	16.7	16.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	0.0	0.0	10.9	12.8	12.8	0.0	9.0	8.4	16.7	16.7	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:	9.6			12.1			8.5			16.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			12.1			8.5			16.7		
LOS by Appr:	A			B			A			C		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.8	0.8	0.0	0.0	0.0	1.3	1.3	1.3

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

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[209.8]

Street Name:	I-605 SB Off-Ramp									Valley Blvd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	- R	L	-	T	-	R	L	-	T	- R
Control:	Stop Sign					Stop Sign				Uncontrolled					Uncontrolled			
Rights:	Ignore					Include				Ignore					Include			
Lanes:	1	0	0	0	1	0	0	0	0 0	0	0	2	0	1	0	0	2	0 0
Volume Module:																		
Base Vol:	43		0		834	0		0	0	0		939		125	0		1402	0
Growth Adj:	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00		1.00
Initial Bse:	43		0		834	0		0	0	0		939		125	0		1402	0
Added Vol:	0		0		278	0		0	0	0		344		0	0		98	0
PasserByVol:	0		0		0	0		0	0	0		0		0	0		0	0
Initial Fut:	43		0		1112	0		0	0	0		1283		125	0		1500	0
User Adj:	1.00	1.00			0.00	1.00	1.00		1.00	1.00	1.00			0.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00			0.00	1.00	1.00		1.00	1.00	1.00			0.00	1.00	1.00		1.00
PHF Volume:	43		0		0	0		0	0	0		1283		0	0		1500	0
Reduct Vol:	0		0		0	0		0	0	0		0		0	0		0	0
FinalVolume:	43		0		0	0		0	0	0		1283		0	0		1500	0
Critical Gap Module:																		
Critical Gp:	6.8	xxxx			6.9	xxxxx	xxxx		xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx		xxxxx
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx		xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx		xxxxx
Capacity Module:																		
Cnflict Vol:	2033	xxxx			642	xxxx	xxxx		xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx		xxxxx
Potent Cap.:	51	xxxx			422	xxxx	xxxx		xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx		xxxxx
Move Cap.:	51	xxxx			422	xxxx	xxxx		xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx		xxxxx
Volume/Cap:	0.85	xxxx			0.00	xxxx	xxxx		xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		xxxx
Level Of Service Module:																		
2Way95thQ:	3.6	xxxx	xxxxx			xxxx	xxxx		xxxxx	xxxx	xxxx			xxxxx	xxxx	xxxx		xxxxx
Control Del:	209.8	xxxx	xxxxx			xxxxx	xxxx		xxxxx	xxxxx	xxxx			xxxxx	xxxxx	xxxx		xxxxx
LOS by Move:	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:		209.8					xxxxxx				xxxxxx					xxxxxx		
ApproachLOS:		F					*				*					*		

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: A[9.7]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	439	58	336	252	0	0	0	0	0	0	645
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	439	58	336	252	0	0	0	0	0	0	645
Added Vol:	0	24	0	16	7	0	0	0	0	0	0	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	463	58	352	259	0	0	0	0	0	0	755
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	463	0	352	259	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	463	0	352	259	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	463	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	463
Potent Cap.:	xxxx	xxxx	xxxxx	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	603
Move Cap.:	xxxx	xxxx	xxxxx	1109	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	603
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	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
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	12	Average Delay (sec/veh):	24.9
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	330	532	259	55	436	311	0	0	0	46	845	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:	330	532	259	55	436	311	0	0	0	46	845	161
Added Vol:	0	133	0	0	23	25	0	0	0	0	0	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	665	259	55	459	336	0	0	0	46	845	238
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	665	259	55	459	0	0	0	0	46	845	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	665	259	55	459	0	0	0	0	46	845	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	665	259	55	459	0	0	0	0	46	845	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.10	1.90	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	186	3424	1900
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.14	0.03	0.13	0.00	0.00	0.00	0.00	0.25	0.25	0.13
Crit Moves:	****				****						****	
Green/Cycle:	0.27	0.37	0.37	0.10	0.20	0.00	0.00	0.00	0.00	0.39	0.39	0.49
Volume/Cap:	0.63	0.49	0.36	0.28	0.63	0.00	0.00	0.00	0.00	0.63	0.63	0.25
Delay/Veh:	31.1	21.9	20.7	38.2	34.7	0.0	0.0	0.0	0.0	23.1	23.1	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	21.9	20.7	38.2	34.7	0.0	0.0	0.0	0.0	23.1	23.1	13.4
LOS by Move:	C	C	C	D	C	A	A	A	A	C	C	B
HCM2kAvgQ:	9	8	5	2	7	0	0	0	0	10	10	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	8	Average Delay (sec/veh):	7.7
Optimal Cycle:	27	Level Of Service:	A

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	101	0	16	0	0	0	0	322	0	0	929	0
Growth Adj:	1.00	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	16	0	0	0	0	322	0	0	929	0
Added Vol:	77	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	0	16	0	0	0	0	322	0	0	929	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	0	16	0	0	0	0	322	0	0	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	0	16	0	0	0	0	322	0	0	929	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	0	16	0	0	0	0	322	0	0	929	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.85	0.00	0.15	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3510	0	290	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00
Volume/Cap:	0.31	0.00	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.34	0.00
Delay/Veh:	33.7	0.0	33.9	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	0.0	33.9	0.0	0.0	0.0	0.0	3.1	0.0	0.0	3.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	1	0	0	5	0

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Average Delay (sec/veh): 299.6 Worst Case Level Of Service: F[2093.6]

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
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 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	912	0	13	0	154	0	0	30	0
Growth Adj:	1.00	1.00	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	912	0	13	0	154	0	0	30	0
Added Vol:	0	0	0	28	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	940	0	13	0	154	0	0	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	940	0	13	0	154	0	0	30	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	940	0	13	0	154	0	0	30	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	1887	xxxxx	xxxx	1893	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	71	xxxxx	xxxx	71	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	30	xxxxx	xxxx	30	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.57	xxxx	xxxx	xxxx	5.07	xxxx	xxxx	1.00	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	3.3	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	2094	xxxxx	xxxxx	356	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			2093.6			355.9		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	8	Average Delay (sec/veh):	14.9
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	29	1374	545	0	1549	0	0	0	3	280	0	539
Growth Adj:	1.00	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	1374	545	0	1549	0	0	0	3	280	0	539
Added Vol:	0	66	8	0	7	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1440	553	0	1556	0	0	0	3	280	0	551
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:	29	1440	0	0	1556	0	0	0	3	280	0	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1440	0	0	1556	0	0	0	3	280	0	551
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
FinalVolume:	29	1440	0	0	1556	0	0	0	3	280	0	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.15	0.00	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.53	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.38	0.00	0.77
Volume/Cap:	0.03	0.76	0.00	0.00	0.57	0.00	0.00	0.00	xxxx	0.38	0.00	0.38
Delay/Veh:	10.2	18.5	0.0	0.0	14.6	0.0	0.0	0.0	0.0	20.4	0.0	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	18.5	0.0	0.0	14.6	0.0	0.0	0.0	0.0	20.4	0.0	3.6
LOS by Move:	B	B	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	18	0	0	11	0	0	0	0	6	0	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Nogales St at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	8	Average Delay (sec/veh):	16.7
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1044	416	0	841	244	419	0	185	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	1044	416	0	841	244	419	0	185	0	0	0
Added Vol:	0	118	0	0	147	10	40	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1162	416	0	988	254	459	0	186	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1162	0	0	988	0	459	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1162	0	0	988	0	459	0	186	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1162	0	0	988	0	459	0	186	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2949	0	851	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.00	0.19	0.00	0.16	0.00	0.22	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.49	0.00	0.00	0.41	0.00	0.35	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	0.0	17.0	0.0	0.0	16.3	0.0	16.2	0.0	17.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.0	0.0	0.0	16.3	0.0	16.2	0.0	17.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	8	0	0	6	0	5	0	8	0	0	0

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

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Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	8	Average Delay (sec/veh):	20.6
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1341	121	0	772	144	0	0	0	313	0	781
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1341	121	0	772	144	0	0	0	313	0	781
Added Vol:	0	156	2	0	156	14	0	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1497	123	0	928	158	0	0	0	313	0	804
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1497	0	0	928	0	0	0	0	313	0	804
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1497	0	0	928	0	0	0	0	313	0	804
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1497	0	0	928	0	0	0	0	313	0	804
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.44	0.00	1.56
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	832	0	2968
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.38	0.00	0.27
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.40	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.73	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.73	0.00	0.53
Delay/Veh:	0.0	24.5	0.0	0.0	20.2	0.0	0.0	0.0	0.0	18.7	0.0	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	0.0	0.0	20.2	0.0	0.0	0.0	0.0	18.7	0.0	14.7
LOS by Move:	A	C	A	A	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	13	0	0	7	0	0	0	0	16	0	10

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

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Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	90	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	16	Average Delay (sec/veh):	33.7
Optimal Cycle:	106	Level Of Service:	C

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	58	56	63	733	0	50	207	321	34	47	778	652
Growth Adj:	1.00	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	56	63	733	0	50	207	321	34	47	778	652
Added Vol:	0	0	0	85	0	0	0	0	0	0	0	5
PasserByVol:	0	0	0	383	0	0	0	59	0	0	23	53
Initial Fut:	58	56	63	1201	0	50	207	380	34	47	801	710
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	56	63	1201	0	50	207	380	34	47	801	710
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	56	63	1201	0	50	207	380	34	47	801	710
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	56	63	1201	0	50	207	380	34	47	801	710
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.51	0.49	1.00	1.92	0.00	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	967	933	1900	3654	0	146	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.33	0.00	0.34	0.11	0.11	0.02	0.02	0.22	0.37
Crit Moves:		****				****	****				****	
Green/Cycle:	0.07	0.07	0.07	0.38	0.00	0.38	0.12	0.27	0.27	0.10	0.25	0.63
Volume/Cap:	0.89	0.89	0.49	0.86	0.00	0.89	0.89	0.39	0.07	0.24	0.89	0.59
Delay/Veh:	89.8	89.8	43.5	30.7	0.0	33.5	70.8	27.1	24.5	37.9	43.7	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	89.8	43.5	30.7	0.0	33.5	70.8	27.1	24.5	37.9	43.7	10.5
LOS by Move:	F	F	D	C	A	C	E	C	C	D	D	B
HCM2kAvgQ:	6	6	2	19	0	21	9	5	1	1	15	12

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

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Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	12	Average Delay (sec/veh):	23.8
Optimal Cycle:	48	Level Of Service:	C

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Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	0	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	159	185	0	0	474	254	0	0	0	297	0	231
Growth Adj:	1.00	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	185	0	0	474	254	0	0	0	297	0	231
Added Vol:	0	136	0	0	19	20	0	0	0	0	0	18
PasserByVol:	0	554	0	0	113	79	0	0	0	0	0	280
Initial Fut:	159	875	0	0	606	353	0	0	0	297	0	529
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	875	0	0	606	353	0	0	0	297	0	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	875	0	0	606	353	0	0	0	297	0	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	875	0	0	606	353	0	0	0	297	0	529
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.53	0.00	1.47
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1005	0	2795
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.17	0.19	0.00	0.00	0.00	0.30	0.00	0.19
Crit Moves:	****					****				****		
Green/Cycle:	0.07	0.38	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.61	0.64	0.00	0.00	0.55	0.61	0.00	0.00	0.00	0.61	0.00	0.39
Delay/Veh:	44.5	24.0	0.0	0.0	26.5	28.4	0.0	0.0	0.0	17.5	0.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	24.0	0.0	0.0	26.5	28.4	0.0	0.0	0.0	17.5	0.0	14.6
LOS by Move:	D	C	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	3	11	0	0	8	9	0	0	0	12	0	6

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

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Intersection #1 Rose Hills Rd at Shepherd St

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	12	Average Delay (sec/veh):	19.6
Optimal Cycle:	33	Level Of Service:	B

****

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	57	29	235	0	0	0	142	257	4	0	293	148
Growth Adj:	1.00	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	29	235	0	0	0	142	257	4	0	293	148
Added Vol:	0	0	0	0	0	0	1	0	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	29	235	0	0	0	143	257	4	0	294	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	29	235	0	0	0	143	257	4	0	294	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	29	235	0	0	0	143	257	4	0	294	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	29	235	0	0	0	143	257	4	0	294	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.66	0.34	1.00	0.00	0.00	0.00	0.71	1.27	0.02	0.00	1.00	1.00
Final Sat.:	1259	641	1900	0	0	0	1278	2296	36	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.12	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.15	0.08
Crit Moves:		****							****		****	
Green/Cycle:	0.13	0.13	0.56	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.43	0.43
Volume/Cap:	0.36	0.36	0.22	0.00	0.00	0.00	0.36	0.36	0.36	0.00	0.36	0.18
Delay/Veh:	37.0	37.0	10.2	0.0	0.0	0.0	24.3	24.3	24.3	0.0	17.6	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	37.0	10.2	0.0	0.0	0.0	24.3	24.3	24.3	0.0	17.6	16.0
LOS by Move:	D	D	B	A	A	A	C	C	C	A	B	B
HCM2kAvgQ:	3	3	3	0	0	0	5	5	5	0	6	3

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

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Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.296
Loss Time (sec):	8	Average Delay (sec/veh):	12.1
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	22	22	22	22	22	22
Y+R:	4.0	4.0	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:	150	28	145	119	30	82	57	403	32	26	657	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	28	145	119	30	82	57	403	32	26	657	258
Added Vol:	0	0	0	9	0	3	0	23	3	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	28	145	128	30	85	57	426	35	26	690	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	28	145	128	30	85	57	426	35	26	690	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	28	145	128	30	85	57	426	35	26	690	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	28	145	128	30	85	57	426	35	26	690	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	3336	274	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.08	0.07	0.02	0.05	0.03	0.13	0.13	0.01	0.19	0.14
Crit Moves:	****										****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.30	0.06	0.30	0.25	0.06	0.18	0.05	0.20	0.20	0.02	0.30	0.21
Delay/Veh:	26.6	24.6	26.6	26.2	24.6	25.6	5.9	6.6	6.6	5.8	7.1	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	24.6	26.6	26.2	24.6	25.6	5.9	6.6	6.6	5.8	7.1	6.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	1	3	3	1	2	1	3	3	0	4	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #3 I-605 NB Ramps at Pellissier Pl

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	16	Average Delay (sec/veh):	28.4
Optimal Cycle:	53	Level Of Service:	C

****

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 0	1! 0	0
Volume Module:												
Base Vol:	132	790	0	7	448	89	396	6	152	9	9	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	790	0	7	448	89	396	6	152	9	9	2
Added Vol:	29	0	0	0	0	51	21	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	10	0	0	15	0
Initial Fut:	161	790	0	7	448	140	417	16	154	9	24	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:	161	790	0	7	448	140	417	16	154	9	24	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	790	0	7	448	140	417	16	154	9	24	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
FinalVolume:	161	790	0	7	448	140	417	16	154	9	24	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.52	0.48	0.96	0.04	1.00	0.26	0.68	0.06
Final Sat.:	1900	3610	0	1900	2750	860	1830	70	1900	489	1303	109
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.00	0.00	0.16	0.16	0.23	0.23	0.08	0.02	0.02	0.02
Crit Moves:		****		****				****			****	
Green/Cycle:	0.13	0.34	0.00	0.07	0.27	0.27	0.35	0.35	0.35	0.07	0.07	0.07
Volume/Cap:	0.65	0.65	0.00	0.06	0.60	0.60	0.65	0.65	0.23	0.28	0.28	0.28
Delay/Veh:	43.1	26.5	0.0	39.5	29.4	29.4	26.8	26.8	20.8	41.1	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	26.5	0.0	39.5	29.4	29.4	26.8	26.8	20.8	41.1	41.1	41.1
LOS by Move:	D	C	A	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	5	11	0	0	8	8	11	11	3	1	1	1

****

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	61	0	398	0	0	0	0	1149	59	123	441	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	0	398	0	0	0	0	1149	59	123	441	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	20	0
PasserByVol:	0	0	15	0	0	0	0	10	0	15	15	0
Initial Fut:	61	0	413	0	0	0	0	1184	59	138	476	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	0	413	0	0	0	0	1184	59	138	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	0	413	0	0	0	0	1184	59	138	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	0	413	0	0	0	0	1184	59	138	476	0
OvlAdjVol:			275									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3048	152	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.26	0.00	0.00	0.00	0.00	0.39	0.39	0.09	0.15	0.00
OvlAdjV/S:			0.17									
Crit Moves:			****					****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.318
Loss Time (sec):	12	Average Delay (sec/veh):	21.4
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	182	488	173	189	0	392	58	77	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	182	488	173	189	0	392	58	77	0	0	0
Added Vol:	0	2	3	11	1	0	36	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	184	491	184	190	0	428	58	77	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	184	0	184	190	0	428	58	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	184	0	184	190	0	428	58	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	184	0	184	190	0	428	58	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.76	0.24	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3347	453	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.00	0.10	0.05	0.00	0.13	0.13	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.16	0.00	0.30	0.46	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.32	0.00	0.32	0.11	0.00	0.32	0.32	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	33.8	0.0	24.4	13.6	0.0	18.6	18.6	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	33.8	0.0	24.4	13.6	0.0	18.6	18.6	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	B	A	B	B	A	A	A	A
HCM2kAvgQ:	0	3	0	4	2	0	5	5	0	0	0	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			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:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	275	0	318	0	0	0	0	205	157	225	153	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	0	318	0	0	0	0	205	157	225	153	0
Added Vol:	21	0	118	0	0	0	0	29	29	67	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	436	0	0	0	0	234	186	292	155	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	0	436	0	0	0	0	234	186	292	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	436	0	0	0	0	234	186	292	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	0	436	0	0	0	0	234	186	292	155	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1783	1417	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.27	0.00	0.00	0.00	0.00	0.13	0.13	0.18	0.05	0.00
Crit Moves:			****				****			****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	16	Average Delay (sec/veh):	34.5
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	49	568	267	101	409	137	277	420	106	272	206	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	568	267	101	409	137	277	420	106	272	206	169
Added Vol:	4	19	4	0	7	0	0	0	1	1	0	0
PasserByVol:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	53	592	271	101	421	137	277	420	107	273	206	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	592	271	101	421	137	277	420	107	273	206	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	592	271	101	421	137	277	420	107	273	206	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	592	271	101	421	137	277	420	107	273	206	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.37	0.63	1.00	1.51	0.49	1.00	1.59	0.41	1.00	1.10	0.90
Final Sat.:	1900	2476	1134	1900	2724	886	1900	2877	733	1900	1983	1627
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.05	0.15	0.15	0.15	0.15	0.15	0.14	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.32	0.32	0.07	0.30	0.30	0.19	0.28	0.28	0.16	0.24	0.24
Volume/Cap:	0.34	0.76	0.76	0.76	0.51	0.51	0.76	0.53	0.53	0.89	0.42	0.42
Delay/Veh:	40.2	30.7	30.7	63.0	26.3	26.3	43.2	28.2	28.2	62.4	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	30.7	30.7	63.0	26.3	26.3	43.2	28.2	28.2	62.4	29.0	29.0
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	13	13	5	7	7	9	7	7	11	5	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

****

Cycle (sec):	120	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	16	Average Delay (sec/veh):	59.9
Optimal Cycle:	180	Level Of Service:	E

****

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	57	530	350	54	0	300	644	1759	0	0	1499	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:	57	530	350	54	0	300	644	1759	0	0	1499	70
Added Vol:	19	6	37	7	0	53	9	350	0	0	787	2
PasserByVol:	0	0	35	0	0	0	0	15	0	0	30	90
Initial Fut:	76	536	422	61	0	353	653	2124	0	0	2316	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	536	422	61	0	353	653	2124	0	0	2316	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	536	422	61	0	353	653	2124	0	0	2316	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	536	422	61	0	353	653	2124	0	0	2316	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.12	0.88	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.74	0.26
Final Sat.:	236	1664	1900	1900	0	1900	3686	5187	0	0	6464	452
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.22	0.03	0.00	0.19	0.18	0.41	0.00	0.00	0.36	0.36
Crit Moves:	****			****			****				****	
Green/Cycle:	0.31	0.31	0.31	0.05	0.00	0.22	0.17	0.51	0.00	0.00	0.34	0.34
Volume/Cap:	1.05	1.05	0.72	0.64	0.00	0.85	1.05	0.80	0.00	0.00	1.05	1.05
Delay/Veh:	92.7	92.7	41.6	69.9	0.0	60.1	99.8	26.3	0.0	0.0	72.9	72.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	92.7	41.6	69.9	0.0	60.1	99.8	26.3	0.0	0.0	72.9	72.9
LOS by Move:	F	F	D	E	A	E	F	C	A	A	E	E
HCM2kAvgQ:	31	31	15	3	0	15	19	25	0	0	34	34

****

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	492	198	565	296	0	0	0	0	156	0	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	492	198	565	296	0	0	0	0	156	0	394
Added Vol:	0	13	4	33	7	0	0	0	0	1	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	505	202	598	303	0	0	0	0	157	0	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	505	202	598	303	0	0	0	0	157	0	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	505	202	598	303	0	0	0	0	157	0	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	505	202	598	303	0	0	0	0	157	0	432
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.43	0.57	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2286	914	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.37	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.14
OvlAdjV/S:												0.00
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.325
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Added Vol:	2	25	23	7	45	5	1	430	1	32	714	4
PasserByVol:	0	0	25	0	0	0	0	50	0	30	120	0
Initial Fut:	72	1173	163	220	571	189	277	1856	77	109	1893	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1173	163	220	571	189	277	1856	77	109	1893	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1173	163	220	571	189	277	1856	77	109	1893	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1173	163	220	571	189	277	1856	77	109	1893	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.88	0.12	1.00	2.38	0.62
Final Sat.:	1600	2810	390	1600	3200	1600	1600	4609	191	1600	3813	987
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.14	0.18	0.12	0.17	0.40	0.40	0.07	0.50	0.50
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.064
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	164	933	66	155	361	102	271	1126	147	69	812	235
Growth Adj:	1.00	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	933	66	155	361	102	271	1126	147	69	812	235
Added Vol:	48	27	68	16	21	2	1	444	18	19	694	-5
PasserByVol:	0	0	0	0	0	0	0	75	0	0	150	0
Initial Fut:	212	960	134	171	382	104	272	1645	165	88	1656	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	960	134	171	382	104	272	1645	165	88	1656	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	960	134	171	382	104	272	1645	165	88	1656	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	960	134	171	382	104	272	1645	165	88	1656	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	2.00	2.36	0.64	1.00	2.73	0.27	1.00	2.63	0.37
Final Sat.:	1600	2808	392	2880	3773	1027	1600	4362	438	1600	4215	585
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.34	0.06	0.10	0.10	0.17	0.38	0.38	0.06	0.39	0.39
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.147
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	239	1172	285	240	976	193	530	1241	163	230	822	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1172	285	240	976	193	530	1241	163	230	822	304
Added Vol:	-69	46	-197	43	38	53	45	446	-88	-235	534	51
PasserByVol:	0	0	50	0	0	0	0	75	0	50	150	0
Initial Fut:	170	1218	138	283	1014	246	575	1762	75	45	1506	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1218	138	283	1014	246	575	1762	75	45	1506	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1218	138	283	1014	246	575	1762	75	45	1506	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1218	138	283	1014	246	575	1762	75	45	1506	355
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.69	0.31	1.00	2.41	0.59	2.00	3.00	1.00	2.00	2.43	0.57
Final Sat.:	2880	4312	488	1600	3863	937	2880	4800	1600	2880	3884	916
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.18	0.26	0.26	0.20	0.37	0.05	0.02	0.39	0.39
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	22	0	321	0	0	0	0	1520	4	83	1270	0
Growth Adj:	1.00	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	321	0	0	0	0	1520	4	83	1270	0
Added Vol:	0	0	0	0	0	0	0	329	0	0	331	0
PasserByVol:	0	0	0	0	0	0	0	125	0	0	200	0
Initial Fut:	22	0	321	0	0	0	0	1974	4	83	1801	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	321	0	0	0	0	1974	4	83	1801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	321	0	0	0	0	1974	4	83	1801	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	0	321	0	0	0	0	1974	4	83	1801	0
OvlAdjVol:			238									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4790	10	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.20	0.00	0.00	0.00	0.00	0.41	0.41	0.05	0.38	0.00
OvlAdjV/S:			0.15									
Crit Moves:			****					****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.187
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	71	176	202	589	251	549	533	1086	37	183	992	460
Growth Adj:	1.00	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	176	202	589	251	549	533	1086	37	183	992	460
Added Vol:	0	-35	129	115	34	-14	-45	244	0	169	351	116
PasserByVol:	0	7	0	0	13	13	7	0	0	0	0	0
Initial Fut:	71	148	331	704	298	548	495	1330	37	352	1343	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	148	331	704	298	548	495	1330	37	352	1343	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	148	331	704	298	548	495	1330	37	352	1343	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	148	331	704	298	548	495	1330	37	352	1343	576
OvlAdjVol:						273						185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.21	0.24	0.19	0.34	0.17	0.42	0.02	0.22	0.42	0.36
OvlAdjV/S:						0.17						0.12
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #15 Azusa Ave at SR-60 EB Ramps

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	8	Average Delay (sec/veh):	15.1
Optimal Cycle:	35	Level Of Service:	B

****

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1669	36	0	1827	312	395	226	348	0	0	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1669	36	0	1827	312	395	226	348	0	0	369
Added Vol:	0	36	0	0	74	31	10	0	60	0	0	0
PasserByVol:	0	14	0	0	26	0	0	0	0	0	0	0
Initial Fut:	0	1719	36	0	1927	343	405	226	408	0	0	369
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1719	36	0	1927	0	405	226	408	0	0	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1719	36	0	1927	0	405	226	408	0	0	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1719	36	0	1927	0	405	226	408	0	0	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.92	0.08	0.00	4.00	1.00	1.28	0.72	1.00	0.00	0.00	1.00
Final Sat.:	0	6774	142	0	6916	1900	2317	1293	1805	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.00	0.28	0.00	0.17	0.17	0.23	0.00	0.00	0.19
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.50	0.50	0.00	0.50	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.50	0.50	0.00	0.55	0.00	0.43	0.43	0.55	0.00	0.00	xxxx
Delay/Veh:	0.0	15.0	15.0	0.0	15.6	0.0	19.2	19.2	20.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.0	0.0	15.6	0.0	19.2	19.2	20.7	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	9	9	0	10	0	7	7	9	0	0	9

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	8	Average Delay (sec/veh):	16.1
Optimal Cycle:	37	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1468	461	0	1531	1058	0	0	0	614	0	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1468	461	0	1531	1058	0	0	0	614	0	444
Added Vol:	0	-72	72	0	67	31	0	0	0	39	0	6
PasserByVol:	0	14	0	0	26	0	0	0	0	0	0	0
Initial Fut:	0	1410	533	0	1624	1089	0	0	0	653	0	450
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1410	0	0	1624	0	0	0	0	653	0	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1410	0	0	1624	0	0	0	0	653	0	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1410	0	0	1624	0	0	0	0	653	0	450
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.59	0.00	1.41
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	3025	0	2675
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.22	0.00	0.17
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.50	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.45
Delay/Veh:	0.0	13.3	0.0	0.0	14.2	0.0	0.0	0.0	0.0	23.1	0.0	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	0.0	14.2	0.0	0.0	0.0	0.0	23.1	0.0	21.5
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	0	0	11	0	0	0	0	10	0	7

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	1659	142	102	1014	0	161	11	146	160	20	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1659	142	102	1014	0	161	11	146	160	20	356
Added Vol:	0	145	19	-55	75	0	0	0	0	-26	0	-11
PasserByVol:	0	0	14	14	0	0	0	0	0	26	0	26
Initial Fut:	189	1804	175	61	1089	0	161	11	146	160	20	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1804	175	61	1089	0	161	11	146	160	20	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1804	175	61	1089	0	161	11	146	160	20	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1804	175	61	1089	0	161	11	146	160	20	371
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.87	0.13	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2995	205	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.11	0.04	0.23	0.00	0.05	0.05	0.09	0.10	0.01	0.23
Crit Moves:		****		****					****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	523	1495	291	69	1000	83	153	372	516	160	149	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	1495	291	69	1000	83	153	372	516	160	149	72
Added Vol:	0	123	11	0	17	2	8	32	0	3	9	0
PasserByVol:	0	26	0	0	14	0	0	0	0	0	0	0
Initial Fut:	523	1644	302	69	1031	85	161	404	516	163	158	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	1644	302	69	1031	85	161	404	516	163	158	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	1644	302	69	1031	85	161	404	516	163	158	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	1644	302	69	1031	85	161	404	516	163	158	72
OvlAdjVol:									225			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.53	0.47	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	2880	4055	745	1600	4434	366	1600	3200	1600	1600	2198	1002
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.41	0.04	0.23	0.23	0.10	0.13	0.32	0.10	0.07	0.07
OvlAdjV/S:									0.14			
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Hurley St						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	276	0	60	189	1629	0	0	1243	407
Growth Adj:	1.00	1.00	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	276	0	60	189	1629	0	0	1243	407
Added Vol:	0	0	0	65	0	-100	-90	419	0	0	432	53
PasserByVol:	0	0	0	28	0	52	0	125	0	0	200	52
Initial Fut:	0	0	0	369	0	12	99	2173	0	0	1875	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	369	0	12	99	2173	0	0	1875	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	369	0	12	99	2173	0	0	1875	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	369	0	12	99	2173	0	0	1875	512
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.36	0.64
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3770	1030
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.01	0.06	0.45	0.00	0.00	0.50	0.50
Crit Moves:				****							****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	12	Average Delay (sec/veh):	23.6
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1238	75	80	1069	400	140	24	384	55	0	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:	0	1238	75	80	1069	400	140	24	384	55	0	101
Added Vol:	0	433	0	0	391	210	156	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1671	75	80	1460	610	296	24	409	55	0	101
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1671	75	80	1460	0	296	24	0	55	0	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1671	75	80	1460	0	296	24	0	55	0	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1671	75	80	1460	0	296	24	0	55	0	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	1.00	1.85	0.15	1.00	2.00	0.00	1.00
Final Sat.:	0	3455	155	1900	3610	1900	3515	285	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.04	0.40	0.00	0.08	0.08	0.00	0.01	0.00	0.05
Crit Moves:		****		****				****				****
Green/Cycle:	0.00	0.60	0.60	0.05	0.65	0.00	0.18	0.18	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.81	0.81	0.81	0.62	0.00	0.46	0.46	0.00	0.23	0.00	0.81
Delay/Veh:	0.0	21.1	21.1	93.3	12.8	0.0	44.2	44.2	0.0	53.6	0.0	86.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.1	21.1	93.3	12.8	0.0	44.2	44.2	0.0	53.6	0.0	86.2
LOS by Move:	A	C	C	F	B	A	D	D	A	D	A	F
HCM2kAvgQ:	0	28	28	5	17	0	6	6	0	1	0	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	8	Average Delay (sec/veh):	15.0
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	733	456	0	1486	0	0	0	0	414	0	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	733	456	0	1486	0	0	0	0	414	0	394
Added Vol:	0	485	30	0	753	0	0	0	0	65	0	160
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1218	486	0	2239	0	0	0	0	479	0	554
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:	0	1218	0	0	2239	0	0	0	0	479	0	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1218	0	0	2239	0	0	0	0	479	0	554
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
FinalVolume:	0	1218	0	0	2239	0	0	0	0	479	0	554
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.46	0.00	1.54
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2781	0	2919
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.17	0.00	0.19
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.53	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.62	0.00	0.68
Delay/Veh:	0.0	9.4	0.0	0.0	11.3	0.0	0.0	0.0	0.0	29.0	0.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.4	0.0	0.0	11.3	0.0	0.0	0.0	0.0	29.0	0.0	30.2
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	10	0	0	15	0	0	0	0	9	0	10

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.155
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	580	44	355	36	70	54	49	1207	424	206	1151	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	44	355	36	70	54	49	1207	424	206	1151	26
Added Vol:	284	13	109	0	4	-1	4	276	233	73	205	0
PasserByVol:	0	0	0	0	0	0	0	153	0	0	252	0
Initial Fut:	864	57	464	36	74	53	53	1636	657	279	1608	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	864	57	464	36	74	53	53	1636	657	279	1608	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	864	57	464	36	74	53	53	1636	657	279	1608	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	864	57	464	36	74	53	53	1636	657	279	1608	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.88	0.12	1.00	1.00	0.58	0.42	1.00	2.00	1.00	1.00	2.95	0.05
Final Sat.:	3002	198	1600	1600	932	668	1600	3200	1600	1600	4724	76
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.02	0.08	0.08	0.03	0.51	0.41	0.17	0.34	0.34
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	256	0	110	127	1216	0	0	1030	358
Growth Adj:	1.00	1.00	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	256	0	110	127	1216	0	0	1030	358
Added Vol:	0	0	0	41	0	65	55	329	0	0	214	28
PasserByVol:	0	0	0	69	0	0	0	153	0	0	252	116
Initial Fut:	0	0	0	366	0	175	182	1698	0	0	1496	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	366	0	175	182	1698	0	0	1496	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	366	0	175	182	1698	0	0	1496	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	366	0	175	182	1698	0	0	1496	502
OvlAdjVol:						74						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.11	0.06	0.35	0.00	0.00	0.47	0.31
OvlAdjV/S:						0.05						
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	8	Average Delay (sec/veh):	14.4
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	0	0 0	2 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1029	0	0	927	514	237	0	198	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	1029	0	0	927	514	237	0	198	0	0	0
Added Vol:	0	-19	0	0	7	16	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	50	0	0	0	0	0
Initial Fut:	0	1010	0	0	934	530	296	0	198	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1010	0	0	934	0	296	0	198	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1010	0	0	934	0	296	0	198	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1010	0	0	934	0	296	0	198	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.43	0.00	0.57	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2713	0	1087	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.26	0.00	0.11	0.00	0.18	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.00	0.00	0.47	0.00	0.30	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	0.0	12.8	0.0	0.0	12.4	0.0	20.8	0.0	23.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.8	0.0	0.0	12.4	0.0	20.8	0.0	23.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	8	0	4	0	8	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #25 Fairway Dr at SR-60 WB Ramps

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	12	Average Delay (sec/veh):	26.0
Optimal Cycle:	75	Level Of Service:	C

****

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	1
Volume Module:												
Base Vol:	240	691	0	0	1160	448	0	0	0	278	0	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	691	0	0	1160	448	0	0	0	278	0	450
Added Vol:	1	-12	0	0	23	23	0	0	0	0	0	5
PasserByVol:	0	50	0	0	0	70	0	0	0	0	0	0
Initial Fut:	241	729	0	0	1183	541	0	0	0	278	0	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	729	0	0	1183	541	0	0	0	278	0	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	729	0	0	1183	541	0	0	0	278	0	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	729	0	0	1183	541	0	0	0	278	0	455
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	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	1.00	0.00	1.00
Final Sat.:	1900	3610	0	0	3610	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.00	0.00	0.33	0.28	0.00	0.00	0.00	0.15	0.00	0.24
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.80	0.36	0.00	0.00	0.80	0.70	0.00	0.00	0.00	0.49	0.00	0.80
Delay/Veh:	50.7	10.6	0.0	0.0	26.6	24.7	0.0	0.0	0.0	26.6	0.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	10.6	0.0	0.0	26.6	24.7	0.0	0.0	0.0	26.6	0.0	37.0
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	D
HCM2kAvgQ:	9	6	0	0	17	13	0	0	0	7	0	14

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

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.037
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	396	94	409	30	87	58	40	1173	276	365	947	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:	396	94	409	30	87	58	40	1173	276	365	947	36
Added Vol:	-29	15	28	0	5	-53	-40	434	-23	6	323	0
PasserByVol:	0	0	50	0	0	0	0	222	0	70	368	0
Initial Fut:	367	109	487	30	92	5	0	1829	253	441	1638	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:	367	109	487	30	92	5	0	1829	253	441	1638	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	109	487	30	92	5	0	1829	253	441	1638	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:	367	109	487	30	92	5	0	1829	253	441	1638	36
OvlAdjVol:			242									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.54	0.46	1.00	1.00	0.95	0.05	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	2467	733	1600	1600	1518	82	1600	3200	1600	2880	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.30	0.02	0.06	0.06	0.00	0.57	0.16	0.15	0.52	0.52
OvlAdjV/S:			0.15									
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.087
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	93	466	167	151	454	181	184	1101	146	166	648	122
Growth Adj:	1.00	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	466	167	151	454	181	184	1101	146	166	648	122
Added Vol:	0	37	0	0	15	0	0	467	-6	0	330	0
PasserByVol:	7	0	0	71	0	0	0	271	1	0	431	146
Initial Fut:	100	503	167	222	469	181	184	1839	141	166	1409	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	503	167	222	469	181	184	1839	141	166	1409	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	503	167	222	469	181	184	1839	141	166	1409	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	503	167	222	469	181	184	1839	141	166	1409	268
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.79	0.21	1.00	1.68	0.32
Final Sat.:	1600	2402	798	1600	3200	1600	1600	4458	342	1600	2689	511
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.14	0.15	0.11	0.12	0.41	0.41	0.10	0.52	0.52
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	363	0	612	0	0	0	0	1364	188	248	780	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	0	612	0	0	0	0	1364	188	248	780	0
Added Vol:	45	0	56	0	0	0	0	446	21	28	284	0
PasserByVol:	334	0	159	0	0	0	0	129	213	180	243	0
Initial Fut:	742	0	827	0	0	0	0	1939	422	456	1307	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	742	0	827	0	0	0	0	1939	422	456	1307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	742	0	827	0	0	0	0	1939	422	456	1307	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	742	0	827	0	0	0	0	1939	422	456	1307	0
OvlAdjVol:			320									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.46	0.54	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	3942	858	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.49	0.49	0.16	0.41	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.097
Loss Time (sec):	12	Average Delay (sec/veh):	57.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	16	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	945	506	302	1159	0	276	0	131	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	945	506	302	1159	0	276	0	131	0	0	0
Added Vol:	0	67	0	37	42	0	86	0	58	0	0	0
PasserByVol:	0	508	0	474	1259	0	149	0	0	0	0	0
Initial Fut:	0	1520	506	813	2460	0	511	0	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1520	506	813	2460	0	511	0	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1520	506	813	2460	0	511	0	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1520	506	813	2460	0	511	0	189	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3686	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.27	0.43	0.68	0.00	0.14	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.38	0.38	0.39	0.77	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	1.10	0.69	1.10	0.88	0.00	1.10	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	92.4	34.0	99.5	13.3	0.0	123.2	0.0	66.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	92.4	34.0	99.5	13.3	0.0	123.2	0.0	66.6	0.0	0.0	0.0
LOS by Move:	A	F	C	F	B	A	F	A	E	A	A	A
HCM2kAvgQ:	0	42	16	37	31	0	16	0	9	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.585
Loss Time (sec):	16	Average Delay (sec/veh):	217.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	22	22	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	2 0	1 1	0	1 0	0 1	0	1 0	1! 0	1
Volume Module:												
Base Vol:	7	802	324	434	1207	6	6	7	7	413	4	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	802	324	434	1207	6	6	7	7	413	4	472
Added Vol:	0	107	46	100	79	0	0	0	0	0	0	10
PasserByVol:	386	279	0	202	683	31	116	102	718	0	117	46
Initial Fut:	393	1188	370	736	1969	37	122	109	725	413	121	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	393	1188	370	736	1969	37	122	109	725	413	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1188	370	736	1969	37	122	109	725	413	121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	393	1188	370	736	1969	37	122	109	725	413	121	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.96	0.04	1.00	0.13	0.87	1.63	0.37	1.00
Final Sat.:	1900	3610	1900	3686	3543	67	1900	248	1652	3098	702	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.19	0.20	0.56	0.56	0.06	0.44	0.44	0.13	0.17	0.00
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.30	0.30	0.18	0.35	0.35	0.28	0.28	0.28	0.11	0.11	0.00
Volume/Cap:	1.59	1.10	0.65	1.10	1.59	1.59	0.23	1.59	1.59	1.23	1.59	0.00
Delay/Veh:	333.9	101	39.2	114.2	306	306.1	33.8	316	315.7	174.1	331	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	333.9	101	39.2	114.2	306	306.1	33.8	316	315.7	174.1	331	0.0
LOS by Move:	F	F	D	F	F	F	C	F	F	F	F	A
HCM2kAvgQ:	31	28	11	22	86	86	3	69	69	18	28	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.138
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	356	873	143	265	808	172	505	1171	303	303	536	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:	356	873	143	265	808	172	505	1171	303	303	536	143
Added Vol:	29	83	39	27	57	33	68	401	34	42	251	39
PasserByVol:	315	759	462	0	424	90	114	27	147	213	18	0
Initial Fut:	700	1715	644	292	1289	295	687	1599	484	558	805	182
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	700	1715	0	292	1289	0	687	1599	0	558	805	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	1715	0	292	1289	0	687	1599	0	558	805	182
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	700	1715	0	292	1289	0	687	1599	0	558	805	182
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	0.00	0.10	0.27	0.00	0.24	0.33	0.00	0.19	0.17	0.11
Crit Moves:	****				****			****			****	

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	36	0	0	5	0	262	0	3	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	36	0	0	5	0	262	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	36	0	0	5	0	262	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	36	0	0	5	0	262	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	36	0	0	5	0	262	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	36	0	0	5	0	262	0	3	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	745	0	0	738	0	703	0	919	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.05	xxxx	xxxx	0.01	xxxx	0.37	xxxx	0.00	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	7.8	0.0	0.0	7.7	0.0	10.8	0.0	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	0.0	7.7	0.0	10.8	0.0	6.6	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	B	*	A	*	*	*
ApproachDel:		7.8			7.7			10.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		7.8			7.7			10.7			xxxxxx	
LOS by Appr:		A			A			B			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 12.2 Worst Case Level Of Service: B[13.0]

Street Name:	San Gabriel River Pkwy						I-605 SB On-Ramp					
Approach:	North Bound			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 2 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	333	38	204	357	0	0	0	0	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	333	38	204	357	0	0	0	0	0	0	0
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	333	38	206	357	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	333	38	206	357	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	333	38	206	357	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	0	0	167	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	900	1091	802	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	900	1091	551	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.37	0.03	0.37	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	1.7	0.1	1.7	1.9	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	11.3	8.4	15.4	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	A	C	B	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.0			13.0			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	27	0	295	129	230	1	0	2	24	306	36	0
Growth Adj:	1.00	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	0	295	129	230	1	0	2	24	306	36	0
Added Vol:	0	0	0	0	0	2	0	1	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	0	295	129	230	3	0	3	25	307	36	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:	27	0	0	129	230	3	0	3	25	307	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	0	129	230	3	0	3	25	307	36	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
FinalVolume:	27	0	0	129	230	3	0	3	25	307	36	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.99	0.01	0.00	1.00	1.00	0.90	0.10	0.00
Final Sat.:	517	0	624	572	615	8	0	565	637	551	65	0
Capacity Analysis Module:												
Vol/Sat:	0.05	xxxx	0.00	0.23	0.37	0.37	xxxx	0.01	0.04	0.56	0.56	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	9.6	0.0	0.0	10.5	11.4	11.4	0.0	8.7	8.2	15.4	15.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	0.0	0.0	10.5	11.4	11.4	0.0	8.7	8.2	15.4	15.4	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:	9.6			11.1			8.2			15.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			11.1			8.2			15.4		
LOS by Appr:	A			B			A			C		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.5	0.5	0.0	0.0	0.0	1.1	1.1	1.1

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

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 28.5 Worst Case Level Of Service: F[1864.0]

Street Name:	I-605 SB Off-Ramp									Valley Blvd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	- R	L	-	T	-	R	L	-	T	- R
Control:	Stop Sign					Stop Sign				Uncontrolled					Uncontrolled			
Rights:	Ignore					Include				Ignore					Include			
Lanes:	1	0	0	0	1	0	0	0	0 0	0	0	2	0	1	0	0	2	0 0
Volume Module:																		
Base Vol:	57	0		832		0	0		0	0	1726		203		0	1204		0
Growth Adj:	1.00	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	0		832		0	0		0	0	1726		203		0	1204		0
Added Vol:	0	0		103		0	0		0	0	264		0		0	478		0
PasserByVol:	0	0		0		0	0		0	0	0		0		0	0		0
Initial Fut:	57	0		935		0	0		0	0	1990		203		0	1682		0
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00	1.00	1.00		0.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00		1.00	1.00	1.00		0.00		1.00	1.00		1.00
PHF Volume:	57	0		0		0	0		0	0	1990		0		0	1682		0
Reduct Vol:	0	0		0		0	0		0	0	0		0		0	0		0
FinalVolume:	57	0		0		0	0		0	0	1990		0		0	1682		0
Critical Gap Module:																		
Critical Gp:	6.8	xxxx		6.9		xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx
FollowUpTim:	3.5	xxxx		3.3		xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx
Capacity Module:																		
Cnflict Vol:	2831	xxxx		995		xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Potent Cap.:	14	xxxx		247		xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Move Cap.:	14	xxxx		247		xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Volume/Cap:	3.96	xxxx		0.00		xxxx	xxxx		xxxx	xxxx	xxxx		xxxx		xxxx	xxxx		xxxx
Level Of Service Module:																		
2Way95thQ:	8.0	xxxx	xxxxx			xxxx	xxxx		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Control Del:	1864	xxxx	xxxxx			xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx
LOS by Move:	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:	1864.0					xxxxxx				xxxxxx					xxxxxx			
ApproachLOS:	F					*				*					*			

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[8.7]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	1
Volume Module:												
Base Vol:	0	262	41	256	770	0	0	0	0	0	0	970
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	262	41	256	770	0	0	0	0	0	0	970
Added Vol:	0	17	0	76	31	0	0	0	0	0	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	279	41	332	801	0	0	0	0	0	0	1011
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	279	0	332	801	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	279	0	332	801	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	279
Potent Cap.:	xxxx	xxxx	xxxxx	1295	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	765
Move Cap.:	xxxx	xxxx	xxxxx	1295	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	765
Volume/Cap:	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	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
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	12	Average Delay (sec/veh):	23.0
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	138	644	420	157	359	485	0	0	0	111	537	455
Growth Adj:	1.00	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	644	420	157	359	485	0	0	0	111	537	455
Added Vol:	0	58	0	0	108	117	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	702	420	157	467	602	0	0	0	111	537	477
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	702	420	157	467	0	0	0	0	111	537	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	702	420	157	467	0	0	0	0	111	537	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	702	420	157	467	0	0	0	0	111	537	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.34	1.66	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	618	2992	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.22	0.08	0.13	0.00	0.00	0.00	0.00	0.18	0.18	0.25
Crit Moves:			****	****							****	
Green/Cycle:	0.18	0.40	0.40	0.15	0.36	0.00	0.00	0.00	0.00	0.32	0.32	0.47
Volume/Cap:	0.40	0.49	0.56	0.56	0.36	0.00	0.00	0.00	0.00	0.56	0.56	0.53
Delay/Veh:	33.2	20.6	22.0	38.1	21.2	0.0	0.0	0.0	0.0	25.8	25.8	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	20.6	22.0	38.1	21.2	0.0	0.0	0.0	0.0	25.8	25.8	17.5
LOS by Move:	C	C	C	D	C	A	A	A	A	C	C	B
HCM2kAvgQ:	4	8	9	5	5	0	0	0	0	8	8	9

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	8	Average Delay (sec/veh):	16.2
Optimal Cycle:	27	Level Of Service:	B

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	484	0	81	0	0	0	0	630	0	0	640	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	0	81	0	0	0	0	630	0	0	640	0
Added Vol:	22	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	0	81	0	0	0	0	630	0	0	640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	506	0	81	0	0	0	0	630	0	0	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	506	0	81	0	0	0	0	630	0	0	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	506	0	81	0	0	0	0	630	0	0	640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.76	0.00	0.24	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3339	0	461	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.18	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.18	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.46	0.00
Volume/Cap:	0.33	0.00	0.39	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.39	0.00
Delay/Veh:	15.9	0.0	16.5	0.0	0.0	0.0	0.0	16.2	0.0	0.0	16.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	0.0	16.5	0.0	0.0	0.0	0.0	16.2	0.0	0.0	16.3	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	5	0	6	0	0	0	0	6	0	0	6	0

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Average Delay (sec/veh): 3998.0 Worst Case Level Of Service: F[36922.2]

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
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 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	1489	0	60	0	126	0	0	83	0
Growth Adj:	1.00	1.00	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	1489	0	60	0	126	0	0	83	0
Added Vol:	0	0	0	-36	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1453	0	60	0	126	0	0	83	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1453	0	60	0	126	0	0	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1453	0	60	0	126	0	0	83	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	2936	xxxxx	xxxx	2966	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	15	xxxxx	xxxx	15	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	2	xxxxx	xxxx	2	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.89	xxxx	xxxx	xxxx	73.87	xxxx	xxxx	50.92	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	12.6	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	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			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #40 Hacienda Blvd at SR-60 EB Ramp

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	8	Average Delay (sec/veh):	65.8
Optimal Cycle:	180	Level Of Service:	E

****

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	13	1438	527	0	2101	0	0	0	9	581	0	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1438	527	0	2101	0	0	0	9	581	0	441
Added Vol:	0	-25	2	0	3	0	0	0	0	0	0	-48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1413	529	0	2104	0	0	0	9	581	0	393
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:	13	1413	0	0	2104	0	0	0	9	581	0	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1413	0	0	2104	0	0	0	9	581	0	393
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
FinalVolume:	13	1413	0	0	2104	0	0	0	9	581	0	393
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.31	0.00	0.21
Crit Moves:					****		****			****		
Green/Cycle:	0.33	0.33	0.00	0.00	0.66	0.00	0.00	0.00	0.00	0.26	0.00	0.51
Volume/Cap:	0.02	1.20	0.00	0.00	0.61	0.00	0.00	0.00	xxxx	1.20	0.00	0.41
Delay/Veh:	22.8	132	0.0	0.0	9.8	0.0	0.0	0.0	0.0	145.2	0.0	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	132	0.0	0.0	9.8	0.0	0.0	0.0	0.0	145.2	0.0	15.4
LOS by Move:	C	F	A	A	A	A	A	A	A	F	A	B
HCM2kAvgQ:	0	41	0	0	14	0	0	0	0	33	0	7

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #41 Nogales St at SR-60 EB Ramp

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	8	Average Delay (sec/veh):	16.2
Optimal Cycle:	40	Level Of Service:	B

****

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	937	330	0	1396	413	259	0	318	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	937	330	0	1396	413	259	0	318	0	0	0
Added Vol:	0	299	0	0	282	43	44	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1236	330	0	1678	456	303	0	320	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1236	0	0	1678	0	303	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1236	0	0	1678	0	303	0	320	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1236	0	0	1678	0	303	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.32	0.00	0.68	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2510	0	1290	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.32	0.00	0.12	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.52	0.00	0.00	0.52	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.46	0.00	0.00	0.63	0.00	0.31	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	0.0	14.0	0.0	0.0	16.1	0.0	18.8	0.0	23.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	0.0	0.0	16.1	0.0	18.8	0.0	23.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A
HCM2kAvgQ:	0	8	0	0	12	0	4	0	11	0	0	0

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	8	Average Delay (sec/veh):	21.2
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3	0 1	0 0	3	0 1	0 0	0	0 0	0 0	1!	0 1
Volume Module:												
Base Vol:	0	982	212	0	1374	388	0	0	0	428	0	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	982	212	0	1374	388	0	0	0	428	0	524
Added Vol:	0	342	0	0	325	64	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1324	212	0	1699	452	0	0	0	428	0	558
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1324	0	0	1699	0	0	0	0	428	0	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1324	0	0	1699	0	0	0	0	428	0	558
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1324	0	0	1699	0	0	0	0	428	0	558
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.61	0.00	1.39
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	1150	0	2650
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.37	0.00	0.21
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.43	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.60	0.00	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.43
Delay/Veh:	0.0	20.3	0.0	0.0	23.7	0.0	0.0	0.0	0.0	21.9	0.0	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.3	0.0	0.0	23.7	0.0	0.0	0.0	0.0	21.9	0.0	15.3
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	B
HCM2kAvgQ:	0	10	0	0	16	0	0	0	0	17	0	7

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	90	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	16	Average Delay (sec/veh):	26.5
Optimal Cycle:	83	Level Of Service:	C

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	38	25	184	0	57	356	938	54	59	715	456
Growth Adj:	1.00	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	38	25	184	0	57	356	938	54	59	715	456
Added Vol:	0	0	0	44	0	0	0	0	0	0	0	33
PasserByVol:	0	0	0	149	0	0	0	64	0	0	88	281
Initial Fut:	84	38	25	377	0	57	356	1002	54	59	803	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	38	25	377	0	57	356	1002	54	59	803	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	38	25	377	0	57	356	1002	54	59	803	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	38	25	377	0	57	356	1002	54	59	803	770
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.69	0.31	1.00	1.77	0.00	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1308	592	1900	3359	0	441	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.01	0.11	0.00	0.13	0.19	0.28	0.03	0.03	0.22	0.41
Crit Moves:	****					****	****					****
Green/Cycle:	0.08	0.08	0.08	0.16	0.00	0.16	0.23	0.48	0.48	0.12	0.37	0.53
Volume/Cap:	0.80	0.80	0.16	0.69	0.00	0.80	0.80	0.57	0.06	0.27	0.61	0.77
Delay/Veh:	65.6	65.6	39.1	39.0	0.0	44.5	42.3	17.0	12.3	36.9	24.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	65.6	39.1	39.0	0.0	44.5	42.3	17.0	12.3	36.9	24.0	20.4
LOS by Move:	E	E	D	D	A	D	D	B	B	D	C	C
HCM2kAvgQ:	5	5	1	7	0	9	11	11	1	2	10	18

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	54	Level Of Service:	B

Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	254	391	0	0	362	141	0	0	0	184	0	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:	254	391	0	0	362	141	0	0	0	184	0	175
Added Vol:	0	80	0	0	104	102	0	0	0	0	0	23
PasserByVol:	0	309	0	0	518	394	0	0	0	0	0	97
Initial Fut:	254	780	0	0	984	637	0	0	0	184	0	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	780	0	0	984	637	0	0	0	184	0	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	780	0	0	984	637	0	0	0	184	0	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	780	0	0	984	637	0	0	0	184	0	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.56	0.00	1.44
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1055	0	2745
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.00	0.00	0.27	0.34	0.00	0.00	0.00	0.17	0.00	0.11
Crit Moves:	****					****				****		
Green/Cycle:	0.10	0.61	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.67	0.36	0.00	0.00	0.54	0.67	0.00	0.00	0.00	0.67	0.00	0.41
Delay/Veh:	43.4	9.0	0.0	0.0	15.7	18.6	0.0	0.0	0.0	32.2	0.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	9.0	0.0	0.0	15.7	18.6	0.0	0.0	0.0	32.2	0.0	27.7
LOS by Move:	D	A	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	5	6	0	0	10	14	0	0	0	9	0	5

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

APPENDIX C-III

EXISTING PLUS PROJECT WITH ADDITIONAL IMPROVEMENTS TRAFFIC CONDITIONS

Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	16	Average Delay (sec/veh):	81.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	125	363	306	42	0	651	388	1340	0	0	2069	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	363	306	42	0	651	388	1340	0	0	2069	68
Added Vol:	4	22	39	1	0	11	33	574	0	0	155	7
PasserByVol:	0	0	40	0	0	0	0	40	0	0	10	10
Initial Fut:	129	385	385	43	0	662	421	1954	0	0	2234	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:	129	385	385	43	0	662	421	1954	0	0	2234	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	385	385	43	0	662	421	1954	0	0	2234	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:	129	385	385	43	0	662	421	1954	0	0	2234	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.25	0.75	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.85	0.15
Final Sat.:	477	1423	1900	1900	0	1900	3686	5187	0	0	6663	253
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.20	0.02	0.00	0.35	0.11	0.38	0.00	0.00	0.34	0.34
Crit Moves:		****				****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.21	0.00	0.32	0.10	0.41	0.00	0.00	0.30	0.30
Volume/Cap:	1.10	1.10	0.82	0.11	0.00	1.10	1.10	0.92	0.00	0.00	1.10	1.10
Delay/Veh:	117.3	117	54.2	38.2	0.0	108.5	129.9	41.0	0.0	0.0	95.1	95.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.3	117	54.2	38.2	0.0	108.5	129.9	41.0	0.0	0.0	95.1	95.1
LOS by Move:	F	F	D	D	A	F	F	D	A	A	F	F
HCM2kAvgQ:	29	29	16	1	0	36	14	29	0	0	35	35

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

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Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Added Vol:	0	29	26	4	18	3	8	532	1	21	202	7
PasserByVol:	0	0	20	0	0	0	0	80	0	10	20	0
Initial Fut:	126	681	74	247	1047	207	219	1673	124	215	1448	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	681	74	247	1047	207	219	1673	124	215	1448	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	681	74	247	1047	207	219	1673	124	215	1448	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	681	74	247	1047	207	219	1673	124	215	1448	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.79	0.21	1.00	2.54	0.46
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4469	331	1600	4072	728
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.05	0.15	0.33	0.13	0.14	0.37	0.37	0.13	0.36	0.36
Crit Moves:	****				****		****				****	

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Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	136	259	41	204	542	186	76	783	146	63	1332	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:	136	259	41	204	542	186	76	783	146	63	1332	163
Added Vol:	14	11	14	3	19	1	2	504	49	69	218	25
PasserByVol:	0	0	0	0	0	0	0	100	0	0	30	0
Initial Fut:	150	270	55	207	561	187	78	1387	195	132	1580	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	270	55	207	561	187	78	1387	195	132	1580	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	270	55	207	561	187	78	1387	195	132	1580	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	270	55	207	561	187	78	1387	195	132	1580	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.49	0.51	2.00	2.25	0.75	1.00	2.63	0.37	1.00	2.68	0.32
Final Sat.:	1600	3988	812	2880	3600	1200	1600	4208	592	1600	4290	510
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.07	0.16	0.16	0.05	0.33	0.33	0.08	0.37	0.37
Crit Moves:	****				****		****				****	

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Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	161	Level Of Service:	E

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	243	903	141	193	1360	207	204	528	178	395	1317	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:	243	903	141	193	1360	207	204	528	178	395	1317	153
Added Vol:	-15	30	-14	33	38	17	32	397	-1	4	277	30
PasserByVol:	0	0	75	0	0	0	0	100	0	20	30	0
Initial Fut:	228	933	202	226	1398	224	236	1025	177	419	1624	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:	228	933	202	226	1398	224	236	1025	177	419	1624	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	933	202	226	1398	224	236	1025	177	419	1624	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	933	202	226	1398	224	236	1025	177	419	1624	183
OvlAdjVol:									50			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.47	0.53	2.00	2.59	0.41	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	2880	3946	854	2880	4137	663	2880	4800	1600	2880	4314	486
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.08	0.34	0.34	0.08	0.21	0.11	0.15	0.38	0.38
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****				****	

Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	49	153	60	311	108	618	632	478	22	54	894	490
Growth Adj:	1.00	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	153	60	311	108	618	632	478	22	54	894	490
Added Vol:	0	76	91	79	7	-3	27	214	0	38	78	61
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	49	239	151	390	120	615	659	692	22	92	972	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	151	390	120	615	659	692	22	92	972	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	239	151	390	120	615	659	692	22	92	972	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	239	151	390	120	615	659	692	22	92	972	551
OvlAdjVol:			59			249						334
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.91	0.09	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	4652	148	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.09	0.14	0.08	0.38	0.23	0.15	0.15	0.06	0.30	0.34
OvlAdjV/S:			0.04			0.16						0.21
Crit Moves:		****		****			****				****	

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Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	114	894	165	136	1534	0	85	30	154	137	15	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:	114	894	165	136	1534	0	85	30	154	137	15	205
Added Vol:	0	35	84	42	112	0	0	0	0	143	0	0
PasserByVol:	0	0	10	11	0	0	0	0	0	5	0	5
Initial Fut:	114	929	259	189	1646	0	85	30	154	285	15	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	929	259	189	1646	0	85	30	154	285	15	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	929	259	189	1646	0	85	30	154	285	15	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	929	259	189	1646	0	85	30	154	285	15	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.48	0.52	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2365	835	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.16	0.12	0.34	0.00	0.04	0.04	0.10	0.18	0.01	0.13
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	479	786	209	24	1257	113	59	178	642	326	338	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:	479	786	209	24	1257	113	59	178	642	326	338	71
Added Vol:	0	33	2	0	143	8	2	7	0	11	33	0
PasserByVol:	0	5	0	0	11	0	0	0	0	0	0	0
Initial Fut:	479	824	211	24	1411	121	61	185	642	337	371	71
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:	479	824	211	24	1411	121	61	185	0	337	371	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	824	211	24	1411	121	61	185	0	337	371	71
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:	479	824	211	24	1411	121	61	185	0	337	371	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.39	0.61	1.00	2.76	0.24	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	2880	3821	979	1600	4421	379	1600	3200	1600	1600	2686	514
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.02	0.32	0.32	0.04	0.06	0.00	0.21	0.14	0.14
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Fullerton Rd						Valley 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			Protected			Protected		
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 1	0 0	1	1 0	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	400	37	149	11	34	78	64	673	529	293	1620	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:	400	37	149	11	34	78	64	673	529	293	1620	17
Added Vol:	75	3	22	0	13	6	1	178	148	64	242	0
PasserByVol:	0	0	0	0	0	0	0	196	0	0	60	0
Initial Fut:	475	40	171	11	47	84	65	1047	677	357	1922	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:	475	40	171	11	47	84	65	1047	677	357	1922	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	40	171	11	47	84	65	1047	677	357	1922	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:	475	40	171	11	47	84	65	1047	677	357	1922	17
OvlAdjVol:									419			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.36	0.64	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2951	249	1600	1600	574	1026	1600	4800	1600	1600	4758	42
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.11	0.01	0.08	0.08	0.04	0.22	0.42	0.22	0.40	0.40
OvlAdjV/S:									0.26			
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	382	50	272	57	163	7	14	561	265	220	1270	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:	382	50	272	57	163	7	14	561	265	220	1270	10
Added Vol:	3	3	6	0	14	-4	-11	165	5	28	295	0
PasserByVol:	0	0	48	0	0	0	0	286	0	17	87	0
Initial Fut:	385	53	326	57	177	3	3	1012	270	265	1652	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:	385	53	326	57	177	3	3	1012	270	265	1652	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	53	326	57	177	3	3	1012	270	265	1652	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	53	326	57	177	3	3	1012	270	265	1652	10
OvlAdjVol:			179									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	0.98	0.02	1.00	3.00	1.00	2.00	1.99	0.01
Final Sat.:	2813	387	1600	1600	1573	27	1600	4800	1600	2880	3181	19
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.20	0.04	0.11	0.11	0.00	0.21	0.17	0.09	0.52	0.52
OvlAdjV/S:			0.11									
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	113	376	146	96	636	227	112	459	134	171	1082	123
Growth Adj:	1.00	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	376	146	96	636	227	112	459	134	171	1082	123
Added Vol:	0	8	0	0	33	0	0	168	3	0	323	0
PasserByVol:	1	0	0	133	0	0	0	326	8	0	103	34
Initial Fut:	114	384	146	229	669	227	112	953	145	171	1508	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:	114	384	146	229	669	227	112	953	145	171	1508	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	384	146	229	669	227	112	953	145	171	1508	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:	114	384	146	229	669	227	112	953	145	171	1508	157
OvlAdjVol:						115						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.60	0.40	1.00	2.72	0.28
Final Sat.:	1600	2318	882	1600	3200	1600	1600	4166	634	1600	4347	453
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.14	0.21	0.14	0.07	0.23	0.23	0.11	0.35	0.35
OvlAdjV/S:						0.07						
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	278	0	189	0	0	0	0	593	276	405	1403	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	0	189	0	0	0	0	593	276	405	1403	0
Added Vol:	11	0	10	0	0	0	0	129	39	42	312	0
PasserByVol:	80	0	111	0	0	0	0	210	249	108	57	0
Initial Fut:	369	0	310	0	0	0	0	932	564	555	1772	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	0	310	0	0	0	0	932	564	555	1772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	0	310	0	0	0	0	932	564	555	1772	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	0	310	0	0	0	0	932	564	555	1772	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	4800	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.10	0.00	0.00	0.00	0.00	0.19	0.35	0.19	0.55	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	12	Average Delay (sec/veh):	50.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	19	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	2 0	0	3 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1272	372	329	1021	0	588	0	266	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	1272	372	329	1021	0	588	0	266	0	0	0
Added Vol:	0	61	0	8	8	0	53	0	12	0	0	0
PasserByVol:	0	1239	0	103	270	0	424	0	0	0	0	0
Initial Fut:	0	2572	372	440	1299	0	1065	0	278	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2572	372	440	1299	0	1065	0	278	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2572	372	440	1299	0	1065	0	278	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2572	372	440	1299	0	1065	0	278	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	1900	3610	0	5529	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.20	0.23	0.36	0.00	0.19	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.49	0.49	0.23	0.71	0.00	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	1.02	0.40	1.02	0.51	0.00	1.02	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	54.7	20.1	95.6	8.0	0.0	82.3	0.0	56.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	54.7	20.1	95.6	8.0	0.0	82.3	0.0	56.6	0.0	0.0	0.0
LOS by Move:	A	D	C	F	A	A	F	A	E	A	A	A
HCM2kAvgQ:	0	44	9	20	11	0	19	0	12	0	0	0

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

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Year 2010 AM Existing Plus Project with Additonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	16	Average Delay (sec/veh):	41.3
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	25	25	6	19	19	6	6	6	6	6	6
Y+R:	4.0	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	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	8	924	367	356	695	2	8	8	1	549	3	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	924	367	356	695	2	8	8	1	549	3	441
Added Vol:	0	86	28	40	16	0	0	0	0	0	0	38
PasserByVol:	466	788	0	31	154	91	18	21	148	0	122	140
Initial Fut:	474	1798	395	427	865	93	26	29	149	549	125	619
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	474	1798	395	427	865	93	26	29	0	549	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1798	395	427	865	93	26	29	0	549	125	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	474	1798	395	427	865	93	26	29	0	549	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.81	0.19	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3686	3610	1900	3686	3260	350	1900	1900	1900	3686	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.50	0.21	0.12	0.27	0.27	0.01	0.02	0.00	0.15	0.07	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.53	0.53	0.12	0.44	0.44	0.05	0.05	0.00	0.16	0.16	0.00
Volume/Cap:	0.60	0.93	0.39	0.93	0.60	0.60	0.27	0.31	0.00	0.93	0.41	0.00
Delay/Veh:	43.8	35.1	16.8	78.5	26.0	26.0	56.5	56.8	0.0	72.0	46.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	35.1	16.8	78.5	26.0	26.0	56.5	56.8	0.0	72.0	46.3	0.0
LOS by Move:	D	D	B	E	C	C	E	E	A	E	D	A
HCM2kAvgQ:	7	30	8	12	14	14	1	1	0	14	4	0

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

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Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1	3 0	4 0	1
Volume Module:												
Base Vol:	369	524	120	153	846	329	145	385	185	180	975	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:	369	524	120	153	846	329	145	385	185	180	975	65
Added Vol:	30	16	26	21	47	52	13	100	25	22	272	6
PasserByVol:	73	177	101	0	617	69	29	9	283	410	23	0
Initial Fut:	472	717	247	174	1510	450	187	494	493	612	1270	71
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	472	717	0	174	1510	0	187	494	0	612	1270	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	717	0	174	1510	0	187	494	0	612	1270	71
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	472	717	0	174	1510	0	187	494	0	612	1270	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.00	0.06	0.31	0.00	0.06	0.08	0.00	0.14	0.20	0.04
Crit Moves:	****				****		****				****	

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Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Cycle (sec):	90	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	8	Average Delay (sec/veh):	8.4
Optimal Cycle:	27	Level Of Service:	A

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
Approach:	North Bound			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:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	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	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	912	0	13	0	154	0	0	30	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	1026	0	15	0	173	0	0	34	0
Added Vol:	0	0	0	28	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1054	0	15	0	173	0	0	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1054	0	15	0	173	0	0	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1054	0	15	0	173	0	0	34	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1054	0	15	0	173	0	0	34	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.97	0.00	0.03	0.00	2.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	3749	0	51	0	3610	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.29	0.00	0.05	0.00	0.00	0.02	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.78	0.00	0.78	0.00	0.13	0.00	0.00	0.13	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.37	0.00	0.37	0.00	0.00	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	3.1	0.0	3.1	0.0	36.2	0.0	0.0	34.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	3.1	0.0	3.1	0.0	36.2	0.0	0.0	34.8	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	5	0	5	0	3	0	0	1	0

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

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Year 2010 AM Existing Plus Project with Addiitonal Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	8	Average Delay (sec/veh):	17.9
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	29	1374	545	0	1549	0	0	0	3	280	0	539
Growth Adj:	1.00	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	1374	545	0	1549	0	0	0	3	280	0	539
Added Vol:	0	66	8	0	7	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1440	553	0	1556	0	0	0	3	280	0	551
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:	29	1440	0	0	1556	0	0	0	3	280	0	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1440	0	0	1556	0	0	0	3	280	0	551
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
FinalVolume:	29	1440	0	0	1556	0	0	0	3	280	0	551
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.15	0.00	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.53	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.38	0.00	0.77
Volume/Cap:	0.16	0.76	0.00	0.00	0.69	0.00	0.00	0.00	xxxx	0.38	0.00	0.38
Delay/Veh:	37.8	18.5	0.0	0.0	21.7	0.0	0.0	0.0	0.0	20.4	0.0	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	18.5	0.0	0.0	21.7	0.0	0.0	0.0	0.0	20.4	0.0	3.6
LOS by Move:	D	B	A	A	C	A	A	A	A	C	A	A
HCM2kAvgQ:	1	18	0	0	14	0	0	0	0	6	0	5

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

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Year 2010 PM Existing Plus Project with Additional Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	16	Average Delay (sec/veh):	59.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	57	530	350	54	0	300	644	1759	0	0	1499	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:	57	530	350	54	0	300	644	1759	0	0	1499	70
Added Vol:	19	6	37	7	0	53	9	350	0	0	787	2
PasserByVol:	0	0	35	0	0	0	0	15	0	0	30	90
Initial Fut:	76	536	422	61	0	353	653	2124	0	0	2316	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	536	422	61	0	353	653	2124	0	0	2316	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	536	422	61	0	353	653	2124	0	0	2316	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	536	422	61	0	353	653	2124	0	0	2316	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.12	0.88	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.74	0.26
Final Sat.:	236	1664	1900	1900	0	1900	3686	5187	0	0	6464	452
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.22	0.03	0.00	0.19	0.18	0.41	0.00	0.00	0.36	0.36
Crit Moves:	****			****			****				****	
Green/Cycle:	0.31	0.31	0.31	0.05	0.00	0.22	0.17	0.51	0.00	0.00	0.34	0.34
Volume/Cap:	1.05	1.05	0.72	0.64	0.00	0.85	1.05	0.80	0.00	0.00	1.05	1.05
Delay/Veh:	92.7	92.7	41.6	69.9	0.0	60.1	99.8	26.3	0.0	0.0	72.9	72.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	92.7	41.6	69.9	0.0	60.1	99.8	26.3	0.0	0.0	72.9	72.9
LOS by Move:	F	F	D	E	A	E	F	C	A	A	E	E
HCM2kAvgQ:	31	31	15	3	0	15	19	25	0	0	34	34

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

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Year 2010 PM Existing Plus Project with Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.151
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Added Vol:	2	25	23	7	45	5	1	430	1	32	714	4
PasserByVol:	0	0	25	0	0	0	0	50	0	30	120	0
Initial Fut:	72	1173	163	220	571	189	277	1856	77	109	1893	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1173	163	220	571	189	277	1856	77	109	1893	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1173	163	220	571	189	277	1856	77	109	1893	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1173	163	220	571	189	277	1856	77	109	1893	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.88	0.12	1.00	2.38	0.62
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4609	191	1600	3813	987
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.10	0.14	0.18	0.12	0.17	0.40	0.40	0.07	0.50	0.50
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	E

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	164	933	66	155	361	102	271	1126	147	69	812	235
Growth Adj:	1.00	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	933	66	155	361	102	271	1126	147	69	812	235
Added Vol:	48	27	68	16	21	2	1	444	18	19	694	-5
PasserByVol:	0	0	0	0	0	0	0	75	0	0	150	0
Initial Fut:	212	960	134	171	382	104	272	1645	165	88	1656	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	960	134	171	382	104	272	1645	165	88	1656	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	960	134	171	382	104	272	1645	165	88	1656	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	960	134	171	382	104	272	1645	165	88	1656	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.63	0.37	2.00	2.36	0.64	1.00	2.73	0.27	1.00	2.63	0.37
Final Sat.:	1600	4212	588	2880	3773	1027	1600	4362	438	1600	4215	585
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.23	0.06	0.10	0.10	0.17	0.38	0.38	0.06	0.39	0.39
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.068
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	239	1172	285	240	976	193	530	1241	163	230	822	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1172	285	240	976	193	530	1241	163	230	822	304
Added Vol:	-69	46	-197	43	38	53	45	446	-88	-235	534	51
PasserByVol:	0	0	50	0	0	0	0	75	0	50	150	0
Initial Fut:	170	1218	138	283	1014	246	575	1762	75	45	1506	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1218	138	283	1014	246	575	1762	75	45	1506	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1218	138	283	1014	246	575	1762	75	45	1506	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1218	138	283	1014	246	575	1762	75	45	1506	355
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.69	0.31	2.00	2.41	0.59	2.00	3.00	1.00	2.00	2.43	0.57
Final Sat.:	2880	4312	488	2880	3863	937	2880	4800	1600	2880	3884	916
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.10	0.26	0.26	0.20	0.37	0.05	0.02	0.39	0.39
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	E

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	71	176	202	589	251	549	533	1086	37	183	992	460
Growth Adj:	1.00	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	176	202	589	251	549	533	1086	37	183	992	460
Added Vol:	0	-35	129	115	34	-14	-45	244	0	169	351	116
PasserByVol:	0	7	0	0	13	13	7	0	0	0	0	0
Initial Fut:	71	148	331	704	298	548	495	1330	37	352	1343	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	148	331	704	298	548	495	1330	37	352	1343	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	148	331	704	298	548	495	1330	37	352	1343	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	148	331	704	298	548	495	1330	37	352	1343	576
OvlAdjVol:			0			273						185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.92	0.08	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	4670	130	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.21	0.24	0.19	0.34	0.17	0.28	0.28	0.22	0.42	0.36
OvlAdjV/S:			0.00			0.17						0.12
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	1659	142	102	1014	0	161	11	146	160	20	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1659	142	102	1014	0	161	11	146	160	20	356
Added Vol:	0	145	19	-55	75	0	0	0	0	-26	0	-11
PasserByVol:	0	0	14	14	0	0	0	0	0	26	0	26
Initial Fut:	189	1804	175	61	1089	0	161	11	146	160	20	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1804	175	61	1089	0	161	11	146	160	20	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1804	175	61	1089	0	161	11	146	160	20	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1804	175	61	1089	0	161	11	146	160	20	371
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.87	0.13	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2995	205	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.11	0.04	0.23	0.00	0.05	0.05	0.09	0.10	0.01	0.23
Crit Moves:		****		****					****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	523	1495	291	69	1000	83	153	372	516	160	149	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	1495	291	69	1000	83	153	372	516	160	149	72
Added Vol:	0	123	11	0	17	2	8	32	0	3	9	0
PasserByVol:	0	26	0	0	14	0	0	0	0	0	0	0
Initial Fut:	523	1644	302	69	1031	85	161	404	516	163	158	72
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:	523	1644	302	69	1031	85	161	404	0	163	158	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	1644	302	69	1031	85	161	404	0	163	158	72
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:	523	1644	302	69	1031	85	161	404	0	163	158	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.53	0.47	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	2880	4055	745	1600	4434	366	1600	3200	1600	1600	2198	1002
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.41	0.04	0.23	0.23	0.10	0.13	0.00	0.10	0.07	0.07
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	E

Street Name:	Fullerton Rd						Valley 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			Protected			Protected		
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 1	0 0	1	1 0	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	580	44	355	36	70	54	49	1207	424	206	1151	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	44	355	36	70	54	49	1207	424	206	1151	26
Added Vol:	284	13	109	0	4	-1	4	276	233	73	205	0
PasserByVol:	0	0	0	0	0	0	0	153	0	0	252	0
Initial Fut:	864	57	464	36	74	53	53	1636	657	279	1608	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	864	57	464	36	74	53	53	1636	657	279	1608	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	864	57	464	36	74	53	53	1636	657	279	1608	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	864	57	464	36	74	53	53	1636	657	279	1608	26
OvlAdjVol:									193			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.88	0.12	1.00	1.00	0.58	0.42	1.00	3.00	1.00	1.00	2.95	0.05
Final Sat.:	3002	198	1600	1600	932	668	1600	4800	1600	1600	4724	76
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.02	0.08	0.08	0.03	0.34	0.41	0.17	0.34	0.34
OvlAdjV/S:									0.12			
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	396	94	409	30	87	58	40	1173	276	365	947	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:	396	94	409	30	87	58	40	1173	276	365	947	36
Added Vol:	-29	15	28	0	5	-53	-40	434	-23	6	323	0
PasserByVol:	0	0	50	0	0	0	0	222	0	70	368	0
Initial Fut:	367	109	487	30	92	5	0	1829	253	441	1638	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:	367	109	487	30	92	5	0	1829	253	441	1638	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	109	487	30	92	5	0	1829	253	441	1638	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:	367	109	487	30	92	5	0	1829	253	441	1638	36
OvlAdjVol:			242									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.54	0.46	1.00	1.00	0.95	0.05	1.00	3.00	1.00	2.00	1.96	0.04
Final Sat.:	2467	733	1600	1600	1518	82	1600	4800	1600	2880	3131	69
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.30	0.02	0.06	0.06	0.00	0.38	0.16	0.15	0.52	0.52
OvlAdjV/S:			0.15									
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	E

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	466	167	151	454	181	184	1101	146	166	648	122
Growth Adj:	1.00	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	466	167	151	454	181	184	1101	146	166	648	122
Added Vol:	0	37	0	0	15	0	0	467	-6	0	330	0
PasserByVol:	7	0	0	71	0	0	0	271	1	0	431	146
Initial Fut:	100	503	167	222	469	181	184	1839	141	166	1409	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	503	167	222	469	181	184	1839	141	166	1409	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	503	167	222	469	181	184	1839	141	166	1409	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	503	167	222	469	181	184	1839	141	166	1409	268
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.79	0.21	1.00	2.52	0.48
Final Sat.:	1600	2402	798	1600	3200	1600	1600	4458	342	1600	4033	767
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.14	0.15	0.11	0.12	0.41	0.41	0.10	0.35	0.35
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	363	0	612	0	0	0	0	1364	188	248	780	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	363	0	612	0	0	0	0	1364	188	248	780	0
Added Vol:	45	0	56	0	0	0	0	446	21	28	284	0
PasserByVol:	334	0	159	0	0	0	0	129	213	180	243	0
Initial Fut:	742	0	827	0	0	0	0	1939	422	456	1307	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	742	0	827	0	0	0	0	1939	422	456	1307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	742	0	827	0	0	0	0	1939	422	456	1307	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	742	0	827	0	0	0	0	1939	422	456	1307	0
OvlAdjVol:			320									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	4800	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.40	0.26	0.16	0.41	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #29 Grand Ave at SR-60 EB Ramps

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	12	Average Delay (sec/veh):	34.5
Optimal Cycle:	127	Level Of Service:	C

****

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	19	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	1 0	2 0	0	3 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	945	506	302	1159	0	276	0	131	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	945	506	302	1159	0	276	0	131	0	0	0
Added Vol:	0	67	0	37	42	0	86	0	58	0	0	0
PasserByVol:	0	508	0	474	1259	0	149	0	0	0	0	0
Initial Fut:	0	1520	506	813	2460	0	511	0	189	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1520	506	813	2460	0	511	0	189	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1520	506	813	2460	0	511	0	189	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1520	506	813	2460	0	511	0	189	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	1900	3610	0	5529	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.27	0.43	0.68	0.00	0.09	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.32	0.32	0.47	0.79	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.00	0.91	0.83	0.91	0.86	0.00	0.85	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	0.0	47.0	46.9	42.9	11.2	0.0	63.2	0.0	91.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.0	46.9	42.9	11.2	0.0	63.2	0.0	91.7	0.0	0.0	0.0
LOS by Move:	A	D	D	D	B	A	E	A	F	A	A	A
HCM2kAvgQ:	0	23	19	26	29	0	9	0	10	0	0	0

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #30 Grand Ave at SR-60 WB Ramps

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	16	Average Delay (sec/veh):	47.5
Optimal Cycle:	176	Level Of Service:	D

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Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	25	25	6	19	19	6	6	6	6	6	6
Y+R:	4.0	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	1 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	7	802	324	434	1207	6	6	7	7	413	4	472
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	802	324	434	1207	6	6	7	7	413	4	472
Added Vol:	0	107	46	100	79	0	0	0	0	0	0	10
PasserByVol:	386	279	0	202	683	31	116	102	718	0	117	46
Initial Fut:	393	1188	370	736	1969	37	122	109	725	413	121	528
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	393	1188	370	736	1969	37	122	109	0	413	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1188	370	736	1969	37	122	109	0	413	121	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	393	1188	370	736	1969	37	122	109	0	413	121	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.96	0.04	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3686	3610	1900	3686	3543	67	1900	1900	1900	3686	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.19	0.20	0.56	0.56	0.06	0.06	0.00	0.11	0.06	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.11	0.43	0.43	0.26	0.57	0.57	0.07	0.07	0.00	0.12	0.12	0.00
Volume/Cap:	0.97	0.77	0.46	0.77	0.97	0.97	0.97	0.86	0.00	0.97	0.55	0.00
Delay/Veh:	89.3	32.0	25.0	45.2	37.5	37.5	125.7	97.6	0.0	87.9	53.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	32.0	25.0	45.2	37.5	37.5	125.7	97.6	0.0	87.9	53.1	0.0
LOS by Move:	F	C	C	D	D	D	F	F	A	F	D	A
HCM2kAvgQ:	8	19	9	15	43	43	8	6	0	12	5	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1	3 0	4 0	1
Volume Module:												
Base Vol:	356	873	143	265	808	172	505	1171	303	303	536	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:	356	873	143	265	808	172	505	1171	303	303	536	143
Added Vol:	29	83	39	27	57	33	68	401	34	42	251	39
PasserByVol:	315	759	462	0	424	90	114	27	147	213	18	0
Initial Fut:	700	1715	644	292	1289	295	687	1599	484	558	805	182
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	700	1715	0	292	1289	0	687	1599	0	558	805	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	700	1715	0	292	1289	0	687	1599	0	558	805	182
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	700	1715	0	292	1289	0	687	1599	0	558	805	182
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	6400	1600	4320	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	0.00	0.10	0.27	0.00	0.24	0.25	0.00	0.13	0.13	0.11
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Cycle (sec):	90	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	8	Average Delay (sec/veh):	7.9
Optimal Cycle:	32	Level Of Service:	A

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
Approach:	North Bound			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:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	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	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	1489	0	60	0	126	0	0	83	0
Growth Adj:	1.00	1.00	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	1489	0	60	0	126	0	0	83	0
Added Vol:	0	0	0	-36	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1453	0	60	0	126	0	0	83	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1453	0	60	0	126	0	0	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1453	0	60	0	126	0	0	83	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1453	0	60	0	126	0	0	83	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.92	0.00	0.08	0.00	2.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	3655	0	145	0	3610	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.41	0.00	0.03	0.00	0.00	0.04	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.77	0.00	0.77	0.00	0.14	0.00	0.00	0.14	0.00
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.54	0.00	0.24	0.00	0.00	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	4.2	0.0	4.4	0.0	34.4	0.0	0.0	35.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.2	0.0	4.4	0.0	34.4	0.0	0.0	35.1	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	D	A
HCM2kAvgQ:	0	0	0	8	0	9	0	2	0	0	2	0

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

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Year 2010 PM Existing Plus Project with Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	8	Average Delay (sec/veh):	21.0
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	13	1438	527	0	2101	0	0	0	9	581	0	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1438	527	0	2101	0	0	0	9	581	0	441
Added Vol:	0	-25	2	0	3	0	0	0	0	0	0	-48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1413	529	0	2104	0	0	0	9	581	0	393
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:	13	1413	0	0	2104	0	0	0	9	581	0	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1413	0	0	2104	0	0	0	9	581	0	393
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
FinalVolume:	13	1413	0	0	2104	0	0	0	9	581	0	393
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.31	0.00	0.21
Crit Moves:	****				****		****			****		
Green/Cycle:	0.07	0.55	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.36	0.00	0.73
Volume/Cap:	0.10	0.71	0.00	0.00	0.84	0.00	0.00	0.00	xxxx	0.84	0.00	0.28
Delay/Veh:	39.8	16.4	0.0	0.0	23.1	0.0	0.0	0.0	0.0	35.5	0.0	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	16.4	0.0	0.0	23.1	0.0	0.0	0.0	0.0	35.5	0.0	4.4
LOS by Move:	D	B	A	A	C	A	A	A	A	D	A	A
HCM2kAvgQ:	0	16	0	0	21	0	0	0	0	17	0	4

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

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APPENDIX C-IV

YEAR 2035 GENERAL PLAN BUILDOUT WITH EXISTING GEOMETRY TRAFFIC CONDITIONS

Year 2035 AM With Exisitng Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Hills Rd at Shepherd St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	46	8	183	0	0	0	128	204	22	7	290	119
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	52	9	206	0	0	0	144	230	25	8	326	134
Added Vol:	0	0	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	9	207	0	0	0	144	230	25	8	326	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:	52	9	207	0	0	0	144	230	25	8	326	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	9	207	0	0	0	144	230	25	8	326	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:	52	9	207	0	0	0	144	230	25	8	326	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.85	0.15	1.00	0.00	0.00	0.00	0.72	1.16	0.12	0.02	0.98	1.00
Final Sat.:	1619	281	1900	0	0	0	1305	2080	224	45	1855	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.11	0.00	0.00	0.00	0.11	0.11	0.11	0.18	0.18	0.07
Crit Moves:		****							****	****		
Green/Cycle:	0.11	0.11	0.58	0.00	0.00	0.00	0.29	0.29	0.29	0.46	0.46	0.46
Volume/Cap:	0.29	0.29	0.19	0.00	0.00	0.00	0.38	0.38	0.38	0.38	0.38	0.15
Delay/Veh:	37.5	37.5	9.2	0.0	0.0	0.0	25.6	25.6	25.6	15.9	15.9	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	37.5	9.2	0.0	0.0	0.0	25.6	25.6	25.6	15.9	15.9	14.0
LOS by Move:	D	D	A	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	2	2	3	0	0	0	5	5	5	6	6	2

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

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Year 2035 AM With Exisitng Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	8	Average Delay (sec/veh):	15.8
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	22	22	22	22	22	22
Y+R:	4.0	4.0	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:	53	6	32	337	164	190	30	705	61	129	809	220
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	60	7	36	379	185	214	34	793	69	145	910	248
Added Vol:	0	0	0	15	0	6	0	31	1	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	7	36	394	185	220	34	824	70	145	925	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	7	36	394	185	220	34	824	70	145	925	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	7	36	394	185	220	34	824	70	145	925	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	7	36	394	185	220	34	824	70	145	925	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	3329	281	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.21	0.10	0.12	0.02	0.25	0.25	0.08	0.26	0.13
Crit Moves:				****							****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.08	0.01	0.05	0.51	0.25	0.30	0.04	0.49	0.49	0.15	0.51	0.26
Delay/Veh:	16.3	15.9	16.1	20.5	17.7	18.1	11.3	15.0	15.0	12.1	15.2	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	15.9	16.1	20.5	17.7	18.1	11.3	15.0	15.0	12.1	15.2	12.9
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	0	1	8	4	4	0	9	9	2	9	4

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

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Year 2035 AM With Exisitng Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-605 NB Ramps at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	16	Average Delay (sec/veh):	34.7
Optimal Cycle:	92	Level Of Service:	C

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	0
Volume Module:												
Base Vol:	85	215	0	12	1243	219	233	9	232	5	4	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	96	242	0	14	1398	246	262	10	261	6	5	0
Added Vol:	6	0	0	0	0	10	44	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	10	0	0	5	0
Initial Fut:	102	242	0	14	1398	256	306	20	267	6	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	242	0	14	1398	256	306	20	267	6	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	242	0	14	1398	256	306	20	267	6	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	242	0	14	1398	256	306	20	267	6	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.69	0.31	0.94	0.06	1.00	0.37	0.63	0.00
Final Sat.:	1900	3610	0	1900	3051	559	1783	117	1900	707	1193	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.01	0.46	0.46	0.17	0.17	0.14	0.01	0.01	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.06	0.31	0.00	0.28	0.52	0.52	0.20	0.20	0.20	0.06	0.06	0.00
Volume/Cap:	0.88	0.22	0.00	0.03	0.88	0.88	0.88	0.88	0.72	0.13	0.13	0.00
Delay/Veh:	94.2	25.8	0.0	26.4	26.0	26.0	59.2	59.2	44.2	45.1	45.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	25.8	0.0	26.4	26.0	26.0	59.2	59.2	44.2	45.1	45.1	0.0
LOS by Move:	F	C	A	C	C	C	E	E	D	D	D	A
HCM2kAvgQ:	6	3	0	0	27	27	13	13	9	1	1	0

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

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Year 2035 AM With Exisitng Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	32	0	115	0	0	0	0	290	120	405	1422	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	36	0	129	0	0	0	0	326	135	456	1600	0
Added Vol:	0	0	0	0	0	0	0	13	0	0	21	0
PasserByVol:	0	0	10	0	0	0	0	10	0	5	5	0
Initial Fut:	36	0	139	0	0	0	0	349	135	461	1626	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	139	0	0	0	0	349	135	461	1626	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	139	0	0	0	0	349	135	461	1626	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	139	0	0	0	0	349	135	461	1626	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.44	0.56	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2308	892	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.15	0.29	0.51	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	30	Level Of Service:	B

****

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	249	171	113	294	0	260	2	447	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	280	192	127	331	0	293	2	503	0	0	0
Added Vol:	0	0	0	2	3	0	16	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	192	129	334	0	309	2	504	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	280	0	129	334	0	309	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	0	129	334	0	309	2	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	280	0	129	334	0	309	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3772	28	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.07	0.09	0.00	0.08	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.30	0.00	0.26	0.55	0.00	0.31	0.31	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.26	0.00	0.26	0.17	0.00	0.26	0.26	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.3	0.0	26.8	9.9	0.0	23.3	23.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.3	0.0	26.8	9.9	0.0	23.3	23.3	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	0	3	2	0	3	3	0	0	0	0

****

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			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:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	201	0	272	0	0	0	0	144	159	280	142	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	226	0	306	0	0	0	0	162	179	315	160	0
Added Vol:	4	0	24	0	0	0	0	6	10	33	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	330	0	0	0	0	168	189	348	199	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	0	330	0	0	0	0	168	189	348	199	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	330	0	0	0	0	168	189	348	199	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	0	330	0	0	0	0	168	189	348	199	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.21	0.00	0.00	0.00	0.00	0.11	0.12	0.22	0.06	0.00
Crit Moves:			****				****			****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	110	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	16	Average Delay (sec/veh):	41.1
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	57	594	296	158	721	269	115	184	111	296	365	71
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	64	668	333	178	811	303	129	207	125	333	411	80
Added Vol:	1	4	1	0	16	0	0	0	4	4	0	0
PasserByVol:	0	5	0	0	10	0	0	0	0	0	0	0
Initial Fut:	65	677	334	178	837	303	129	207	129	337	411	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:	65	677	334	178	837	303	129	207	129	337	411	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	677	334	178	837	303	129	207	129	337	411	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:	65	677	334	178	837	303	129	207	129	337	411	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.34	0.66	1.00	1.47	0.53	1.00	1.23	0.77	1.00	1.67	0.33
Final Sat.:	1900	2418	1192	1900	2651	959	1900	2225	1385	1900	3022	588
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.09	0.32	0.32	0.07	0.09	0.09	0.18	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.33	0.33	0.11	0.38	0.38	0.10	0.20	0.20	0.21	0.31	0.31
Volume/Cap:	0.52	0.84	0.84	0.84	0.83	0.83	0.65	0.47	0.47	0.84	0.44	0.44
Delay/Veh:	53.8	39.5	39.5	73.0	35.6	35.6	54.9	39.3	39.3	56.5	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	39.5	39.5	73.0	35.6	35.6	54.9	39.3	39.3	56.5	30.9	30.9
LOS by Move:	D	D	D	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	3	19	19	8	21	21	5	6	6	14	7	7

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.232
Loss Time (sec):	16	Average Delay (sec/veh):	120.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0	0 1	2 0	3	0 0	0 0	3	1 0
Volume Module:												
Base Vol:	125	363	306	42	0	651	388	1340	0	0	2069	68
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	141	408	344	47	0	732	437	1508	0	0	2328	77
Added Vol:	4	22	39	1	0	11	33	574	0	0	155	7
PasserByVol:	0	0	40	0	0	0	0	40	0	0	10	10
Initial Fut:	145	430	423	48	0	743	470	2122	0	0	2493	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	430	423	48	0	743	470	2122	0	0	2493	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.25	0.75	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.86	0.14
Final Sat.:	478	1422	1900	1900	0	1900	3686	5187	0	0	6666	250
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.22	0.03	0.00	0.39	0.13	0.41	0.00	0.00	0.37	0.37
Crit Moves:	****					****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.21	0.00	0.32	0.10	0.41	0.00	0.00	0.30	0.30
Volume/Cap:	1.23	1.23	0.91	0.12	0.00	1.23	1.23	1.01	0.00	0.00	1.23	1.23
Delay/Veh:	167.2	167	65.2	38.1	0.0	159.4	179.1	56.4	0.0	0.0	151	150.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.2	167	65.2	38.1	0.0	159.4	179.1	56.4	0.0	0.0	151	150.6
LOS by Move:	F	F	E	D	A	F	F	E	A	A	F	F
HCM2kAvgQ:	37	37	19	1	0	47	17	36	0	0	45	45

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	338	71	325	387	0	0	0	0	469	0	800
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	380	80	366	435	0	0	0	0	528	0	900
Added Vol:	0	7	1	18	12	0	0	0	0	4	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	387	81	384	447	0	0	0	0	532	0	910
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	387	81	384	447	0	0	0	0	532	0	910
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	81	384	447	0	0	0	0	532	0	910
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	387	81	384	447	0	0	0	0	532	0	910
OvlAdjVol:												143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.65	0.35	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2647	553	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.24	0.14	0.00	0.00	0.00	0.00	0.33	0.00	0.28
OvlAdjV/S:												0.04
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.110
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	142	734	32	273	1158	230	237	1194	138	207	1379	284
Added Vol:	0	29	26	4	18	3	8	532	1	21	202	7
PasserByVol:	0	0	20	0	0	0	0	80	0	10	20	0
Initial Fut:	142	763	78	277	1176	233	245	1806	139	238	1601	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	763	78	277	1176	233	245	1806	139	238	1601	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	763	78	277	1176	233	245	1806	139	238	1601	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	763	78	277	1176	233	245	1806	139	238	1601	291
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.00	1.00	1.00	2.79	0.21	1.00	2.54	0.46
Final Sat.:	1600	2905	295	1600	3200	1600	1600	4456	344	1600	4063	737
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.17	0.37	0.15	0.15	0.41	0.41	0.15	0.39	0.39
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	136	259	41	204	542	186	76	783	146	63	1332	163
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	153	291	46	230	610	209	86	881	164	71	1499	183
Added Vol:	14	11	14	3	19	1	2	504	49	69	218	25
PasserByVol:	0	0	0	0	0	0	0	100	0	0	30	0
Initial Fut:	167	302	60	233	629	210	88	1485	213	140	1747	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	302	60	233	629	210	88	1485	213	140	1747	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	2.00	2.25	0.75	1.00	2.62	0.38	1.00	2.68	0.32
Final Sat.:	1600	2669	531	2880	3597	1203	1600	4197	603	1600	4288	512
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.08	0.17	0.17	0.05	0.35	0.35	0.09	0.41	0.41
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	243	903	141	193	1360	207	204	528	178	395	1317	153
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	273	1016	159	217	1530	233	230	594	200	444	1482	172
Added Vol:	-15	30	-14	33	38	17	32	397	-1	4	277	30
PasserByVol:	0	0	75	0	0	0	0	100	0	20	30	0
Initial Fut:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
OvlAdjVol:									56			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.48	0.52	1.00	2.59	0.41	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	2880	3967	833	1600	4140	660	2880	4800	1600	2880	4313	487
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.16	0.38	0.38	0.09	0.23	0.12	0.16	0.41	0.41
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	12	0	181	0	0	0	0	611	7	127	1817	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	14	0	204	0	0	0	0	687	8	143	2044	0
Added Vol:	0	0	0	0	0	0	0	395	0	0	351	0
PasserByVol:	0	0	0	0	0	0	0	175	0	0	50	0
Initial Fut:	14	0	204	0	0	0	0	1257	8	143	2445	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	204	0	0	0	0	1257	8	143	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	204	0	0	0	0	1257	8	143	2445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	204	0	0	0	0	1257	8	143	2445	0
OvlAdjVol:			61									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4770	30	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.13	0.00	0.00	0.00	0.00	0.26	0.26	0.09	0.51	0.00
OvlAdjV/S:			0.04									
Crit Moves:			****				****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	E

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	49	153	60	311	108	618	632	478	22	54	894	490
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	55	172	68	350	122	695	711	538	25	61	1006	551
Added Vol:	0	76	91	79	7	-3	27	214	0	38	78	61
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	55	258	159	429	134	692	738	752	25	99	1084	612
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	258	159	429	134	692	738	752	25	99	1084	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	258	159	429	134	692	738	752	25	99	1084	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	258	159	429	134	692	738	752	25	99	1084	612
OvlAdjVol:						282						374
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.10	0.15	0.08	0.43	0.26	0.23	0.02	0.06	0.34	0.38
OvlAdjV/S:						0.18						0.23
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Azusa Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	8	Average Delay (sec/veh):	17.0
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1575	13	0	1087	498	783	145	199	0	0	115
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1772	15	0	1223	560	881	163	224	0	0	129
Added Vol:	0	164	0	0	47	6	51	0	36	0	0	0
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	0	1946	15	0	1275	566	932	163	260	0	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1946	15	0	1275	0	932	163	260	0	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1946	15	0	1275	0	932	163	260	0	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1946	15	0	1275	0	932	163	260	0	0	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.97	0.03	0.00	4.00	1.00	2.00	0.39	0.61	0.00	0.00	1.00
Final Sat.:	0	6864	52	0	6916	1900	3610	696	1109	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.18	0.00	0.26	0.23	0.23	0.00	0.00	0.07
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.48	0.48	0.00	0.48	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.59	0.00	0.39	0.00	0.59	0.54	0.54	0.00	0.00	xxxx
Delay/Veh:	0.0	17.5	17.5	0.0	15.2	0.0	19.8	19.1	19.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	17.5	0.0	15.2	0.0	19.8	19.1	19.1	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	10	10	0	6	0	11	9	9	0	0	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	8	Average Delay (sec/veh):	14.5
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	1	1	0 0 3	0	1	0 0 0	0	0	1 0 1!	0	1
Volume Module:												
Base Vol:	0	1498	320	0	1242	337	0	0	0	333	0	479
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1685	360	0	1397	379	0	0	0	375	0	539
Added Vol:	0	188	17	0	30	6	0	0	0	24	0	38
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	0	1883	377	0	1432	385	0	0	0	399	0	577
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1883	0	0	1432	0	0	0	0	399	0	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1883	0	0	1432	0	0	0	0	399	0	577
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1883	0	0	1432	0	0	0	0	399	0	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	2676	0	3024
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.61	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.47	0.00	0.61
Delay/Veh:	0.0	11.8	0.0	0.0	10.2	0.0	0.0	0.0	0.0	25.1	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	10.2	0.0	0.0	0.0	0.0	25.1	0.0	26.9
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	0	0	8	0	0	0	0	7	0	9

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	114	894	165	136	1534	0	85	30	154	137	15	205
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	128	1006	186	153	1726	0	96	34	173	154	17	231
Added Vol:	0	35	84	42	112	0	0	0	0	143	0	0
PasserByVol:	0	0	10	11	0	0	0	0	0	5	0	5
Initial Fut:	128	1041	280	206	1838	0	96	34	173	302	17	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1041	280	206	1838	0	96	34	173	302	17	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1041	280	206	1838	0	96	34	173	302	17	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1041	280	206	1838	0	96	34	173	302	17	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.48	0.52	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2365	835	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.17	0.13	0.38	0.00	0.04	0.04	0.11	0.19	0.01	0.15
Crit Moves:	****				****				****	****		

Year 2035 AM With Exisitng Network
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.142
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	479	786	209	24	1257	113	59	178	642	326	338	71
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	539	884	235	27	1414	127	66	200	722	367	380	80
Added Vol:	0	33	2	0	143	8	2	7	0	11	33	0
PasserByVol:	0	5	0	0	11	0	0	0	0	0	0	0
Initial Fut:	539	922	237	27	1568	135	68	207	722	378	413	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:	539	922	237	27	1568	135	68	207	722	378	413	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	922	237	27	1568	135	68	207	722	378	413	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:	539	922	237	27	1568	135	68	207	722	378	413	80
OvlAdjVol:									423			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.39	0.61	1.00	2.76	0.24	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	2880	3818	982	1600	4419	381	1600	3200	1600	1600	2682	518
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.02	0.35	0.35	0.04	0.06	0.45	0.24	0.15	0.15
OvlAdjV/S:									0.26			
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hurley St						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	216	0	41	103	806	0	0	1872	389
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	243	0	46	116	907	0	0	2106	438
Added Vol:	0	0	0	30	0	96	103	293	0	0	256	41
PasserByVol:	0	0	0	21	0	0	0	175	0	0	50	10
Initial Fut:	0	0	0	294	0	142	219	1375	0	0	2412	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	294	0	142	219	1375	0	0	2412	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	294	0	142	219	1375	0	0	2412	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	294	0	142	219	1375	0	0	2412	489
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3991	809
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.09	0.14	0.29	0.00	0.00	0.60	0.60
Crit Moves:				****							****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	12	Average Delay (sec/veh):	21.7
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1160	19	26	630	338	436	14	387	17	0	22
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1305	21	29	709	380	491	16	435	19	0	25
Added Vol:	0	143	0	0	168	44	111	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1448	21	29	877	424	602	16	447	19	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1448	21	29	877	0	602	16	0	19	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1448	21	29	877	0	602	16	0	19	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1448	21	29	877	0	602	16	0	19	0	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	1.00	1.95	0.05	1.00	2.00	0.00	1.00
Final Sat.:	0	3557	53	1900	3610	1900	3703	97	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.02	0.24	0.00	0.16	0.16	0.00	0.01	0.00	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.00	0.54	0.54	0.06	0.60	0.00	0.22	0.22	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.75	0.75	0.26	0.40	0.00	0.74	0.74	0.00	0.09	0.00	0.22
Delay/Veh:	0.0	19.6	19.6	46.1	10.7	0.0	39.8	39.8	0.0	44.6	0.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	19.6	46.1	10.7	0.0	39.8	39.8	0.0	44.6	0.0	45.7
LOS by Move:	A	B	B	D	B	A	D	D	A	D	A	D
HCM2kAvgQ:	0	19	19	1	7	0	10	10	0	0	0	1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	8	Average Delay (sec/veh):	16.2
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1047	267	0	806	0	0	0	0	305	0	515
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1178	300	0	907	0	0	0	0	343	0	579
Added Vol:	0	231	6	0	226	0	0	0	0	34	0	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1409	306	0	1133	0	0	0	0	377	0	683
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:	0	1409	0	0	1133	0	0	0	0	377	0	683
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1409	0	0	1133	0	0	0	0	377	0	683
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
FinalVolume:	0	1409	0	0	1133	0	0	0	0	377	0	683
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2576	0	3124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.15	0.00	0.22
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.67	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.45	0.00	0.67
Delay/Veh:	0.0	13.6	0.0	0.0	10.0	0.0	0.0	0.0	0.0	24.0	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.6	0.0	0.0	10.0	0.0	0.0	0.0	0.0	24.0	0.0	27.2
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	0	0	6	0	0	0	0	6	0	11

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.079
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	400	37	149	11	34	78	64	673	529	293	1620	17
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	450	42	168	12	38	88	72	757	595	330	1823	19
Added Vol:	75	3	22	0	13	6	1	178	148	64	242	0
PasserByVol:	0	0	0	0	0	0	0	196	0	0	60	0
Initial Fut:	525	45	190	12	51	94	73	1131	743	394	2125	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	45	190	12	51	94	73	1131	743	394	2125	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	45	190	12	51	94	73	1131	743	394	2125	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	525	45	190	12	51	94	73	1131	743	394	2125	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.35	0.65	1.00	2.00	1.00	1.00	2.97	0.03
Final Sat.:	2949	251	1600	1600	566	1034	1600	3200	1600	1600	4757	43
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.12	0.01	0.09	0.09	0.05	0.35	0.46	0.25	0.45	0.45
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	139	0	222	149	576	0	0	1401	367
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	156	0	250	168	648	0	0	1576	413
Added Vol:	0	0	0	8	0	36	48	152	0	0	270	24
PasserByVol:	0	0	0	90	0	0	0	196	0	0	60	27
Initial Fut:	0	0	0	254	0	286	216	996	0	0	1906	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	254	0	286	216	996	0	0	1906	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	254	0	286	216	996	0	0	1906	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	254	0	286	216	996	0	0	1906	464
OvlAdjVol:						166						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.18	0.07	0.21	0.00	0.00	0.60	0.29
OvlAdjV/S:						0.10						
Crit Moves:						****	****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	8	Average Delay (sec/veh):	19.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	0	0 0	2 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	846	0	0	616	318	410	0	300	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	952	0	0	693	358	461	0	338	0	0	0
Added Vol:	0	30	0	0	5	3	21	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	48	0	0	0	0	0
Initial Fut:	0	982	0	0	698	361	530	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	982	0	0	698	0	530	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	982	0	0	698	0	530	0	339	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	982	0	0	698	0	530	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.44	0.00	0.56	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2735	0	1065	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.19	0.00	0.19	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	0.46	0.00	0.40	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	21.8	0.0	0.0	19.0	0.0	14.6	0.0	18.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	0.0	0.0	19.0	0.0	14.6	0.0	18.2	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	12	0	0	7	0	6	0	13	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Fairway Dr at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	25.1
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	1
Volume Module:												
Base Vol:	156	913	0	0	634	185	0	0	0	232	0	498
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	176	1027	0	0	713	208	0	0	0	261	0	560
Added Vol:	0	51	0	0	7	5	0	0	0	1	0	16
PasserByVol:	0	48	0	0	0	17	0	0	0	0	0	0
Initial Fut:	176	1126	0	0	720	230	0	0	0	262	0	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1126	0	0	720	230	0	0	0	262	0	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1126	0	0	720	230	0	0	0	262	0	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1126	0	0	720	230	0	0	0	262	0	576
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	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	1.00	0.00	1.00
Final Sat.:	1900	3610	0	0	3610	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.00	0.00	0.20	0.12	0.00	0.00	0.00	0.14	0.00	0.30
Crit Moves:		****		****								****
Green/Cycle:	0.14	0.44	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.43	0.00	0.43
Volume/Cap:	0.66	0.71	0.00	0.00	0.66	0.40	0.00	0.00	0.00	0.32	0.00	0.71
Delay/Veh:	43.0	22.1	0.0	0.0	29.1	25.5	0.0	0.0	0.0	17.4	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	22.1	0.0	0.0	29.1	25.5	0.0	0.0	0.0	17.4	0.0	24.1
LOS by Move:	D	C	A	A	C	C	A	A	A	B	A	C
HCM2kAvgQ:	6	14	0	0	10	5	0	0	0	5	0	14

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	382	50	272	57	163	7	14	561	265	220	1270	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	430	56	306	64	183	8	16	631	298	248	1429	11
Added Vol:	3	3	6	0	14	-4	-11	165	5	28	295	0
PasserByVol:	0	0	48	0	0	0	0	286	0	17	87	0
Initial Fut:	433	59	360	64	197	4	5	1082	303	293	1811	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	59	360	64	197	4	5	1082	303	293	1811	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	59	360	64	197	4	5	1082	303	293	1811	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	433	59	360	64	197	4	5	1082	303	293	1811	11
OvlAdjVol:			198									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	0.98	0.02	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	2815	385	1600	1600	1569	31	1600	3200	1600	2880	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.23	0.04	0.13	0.13	0.00	0.34	0.19	0.10	0.57	0.57
OvlAdjV/S:			0.12									
Crit Moves:		****				****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	113	376	146	96	636	227	112	459	134	171	1082	123
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	127	423	164	108	716	255	126	516	151	192	1217	138
Added Vol:	0	8	0	0	33	0	0	168	3	0	323	0
PasserByVol:	1	0	0	133	0	0	0	326	8	0	103	34
Initial Fut:	128	431	164	241	749	255	126	1010	162	192	1643	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:	128	431	164	241	749	255	126	1010	162	192	1643	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	431	164	241	749	255	126	1010	162	192	1643	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:	128	431	164	241	749	255	126	1010	162	192	1643	172
OvlAdjVol:						129						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.00	1.00	1.00	2.59	0.41	1.00	1.81	0.19
Final Sat.:	1600	2317	883	1600	3200	1600	1600	4138	662	1600	2896	304
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.15	0.23	0.16	0.08	0.24	0.24	0.12	0.57	0.57
OvlAdjV/S:						0.08						
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	278	0	189	0	0	0	0	593	276	405	1403	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	313	0	213	0	0	0	0	667	311	456	1578	0
Added Vol:	11	0	10	0	0	0	0	129	39	42	312	0
PasserByVol:	80	0	111	0	0	0	0	210	249	108	57	0
Initial Fut:	404	0	334	0	0	0	0	1006	599	606	1947	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	0	334	0	0	0	0	1006	599	606	1947	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	0	334	0	0	0	0	1006	599	606	1947	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	0	334	0	0	0	0	1006	599	606	1947	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.37	0.21	0.61	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.465
Loss Time (sec):	12	Average Delay (sec/veh):	173.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	16	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1272	372	329	1021	0	588	0	266	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1431	419	370	1149	0	662	0	299	0	0	0
Added Vol:	0	61	0	8	8	0	53	0	12	0	0	0
PasserByVol:	0	1239	0	103	270	0	424	0	0	0	0	0
Initial Fut:	0	2731	419	481	1427	0	1139	0	311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2731	419	481	1427	0	1139	0	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2731	419	481	1427	0	1139	0	311	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2731	419	481	1427	0	1139	0	311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3686	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.76	0.22	0.25	0.40	0.00	0.31	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.52	0.52	0.17	0.69	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	1.47	0.43	1.47	0.57	0.00	1.47	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	241	18.3	275.0	9.9	0.0	263.7	0.0	54.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	241	18.3	275.0	9.9	0.0	263.7	0.0	54.0	0.0	0.0	0.0
LOS by Move:	A	F	B	F	A	A	F	A	D	A	A	A
HCM2kAvgQ:	0	108	9	35	13	0	46	0	13	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.132
Loss Time (sec):	16	Average Delay (sec/veh):	83.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	22	22	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	2 0	1 1	0	1 0	0 1	0	1 0	1! 0	1
Volume Module:												
Base Vol:	8	924	367	356	695	2	8	8	1	549	3	441
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	9	1040	413	401	782	2	9	9	1	618	3	496
Added Vol:	0	86	28	40	16	0	0	0	0	0	0	38
PasserByVol:	466	788	0	31	154	91	18	21	148	0	122	140
Initial Fut:	475	1914	441	472	952	93	27	30	149	618	125	674
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	475	1914	441	472	952	93	27	30	149	618	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	1914	441	472	952	93	27	30	149	618	125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	475	1914	441	472	952	93	27	30	149	618	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.82	0.18	1.00	0.17	0.83	1.71	0.29	1.00
Final Sat.:	1900	3610	1900	3686	3288	322	1900	318	1582	3251	549	1900
Capacity Analysis Module:												
Vol/Sat:	0.25	0.53	0.23	0.13	0.29	0.29	0.01	0.09	0.09	0.19	0.23	0.00
Crit Moves:		****		****					****		****	
Green/Cycle:	0.27	0.47	0.47	0.11	0.31	0.31	0.08	0.08	0.08	0.20	0.20	0.00
Volume/Cap:	0.93	1.13	0.50	1.13	0.93	0.93	0.17	1.13	1.13	0.94	1.13	0.00
Delay/Veh:	66.0	99.2	22.5	138.3	53.0	53.0	51.7	166	166.3	66.3	125	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	99.2	22.5	138.3	53.0	53.0	51.7	166	166.3	66.3	125	0.0
LOS by Move:	E	F	C	F	D	D	D	F	F	E	F	A
HCM2kAvgQ:	16	49	10	16	24	24	1	12	12	17	26	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	164	Level Of Service:	E

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	369	524	120	153	846	329	145	385	185	180	975	65
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	415	590	135	172	952	370	163	433	208	203	1097	73
Added Vol:	30	16	26	21	47	52	13	100	25	22	272	6
PasserByVol:	73	177	101	0	617	69	29	9	283	410	23	0
Initial Fut:	518	783	262	193	1616	491	205	542	516	635	1392	79
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	783	0	193	1616	0	205	542	0	635	1392	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.00	0.07	0.34	0.00	0.07	0.11	0.00	0.22	0.29	0.05
Crit Moves:	****				****		****				****	

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	8	0	0	20	0	386	0	16	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	9	0	0	23	0	434	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	9	0	0	23	0	435	0	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:	0	9	0	0	23	0	435	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	9	0	0	23	0	435	0	18	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	9	0	0	23	0	435	0	18	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	657	0	0	660	0	707	0	924	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	xxxx	xxxx	0.03	xxxx	0.62	xxxx	0.02	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	8.1	0.0	0.0	8.2	0.0	15.5	0.0	6.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	8.2	0.0	15.5	0.0	6.7	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	C	*	A	*	*	*
ApproachDel:		8.1			8.2			15.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		8.1			8.2			15.2			xxxxxx	
LOS by Appr:		A			A			C			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 14.4 Worst Case Level Of Service: C[16.0]

Street Name:	San Gabriel River Pkwy									I-605 SB On-Ramp								
Approach:	North Bound					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	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	222		33		109	539		0		0		0		0	0		0		0
Growth Adj:	1.13	1.13		1.13		1.13	1.13		1.13		1.13		1.13		1.13	1.13		1.13		1.13
Initial Bse:	0	250		37		123	606		0		0		0		0	0		0		0
Added Vol:	0	0		0		2	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	250		37		125	606		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
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	250		37		125	606		0		0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	250		37		125	606		0		0		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1	6.5		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	0		0		125	0		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	900		1091		854	900		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	900		1091		648	900		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	0.28		0.03		0.19	0.67		xxxx		xxxx		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	1.1		0.1		0.7	4.9		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	10.5		8.4		11.9	16.8		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	B		A		B	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:		10.3					16.0					xxxxxx					xxxxxx			
ApproachLOS:		B					C					*					*			

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	14	0	213	146	275	3	0	9	27	344	13	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	16	0	240	164	309	3	0	10	30	387	15	0
Added Vol:	0	0	0	0	0	2	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	240	164	309	5	0	10	32	387	15	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:	16	0	0	164	309	5	0	10	32	387	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	0	164	309	5	0	10	32	387	15	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
FinalVolume:	16	0	0	164	309	5	0	10	32	387	15	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.98	0.02	0.00	1.00	1.00	0.96	0.04	0.00
Final Sat.:	476	0	566	553	590	10	0	527	589	567	21	0
Capacity Analysis Module:												
Vol/Sat:	0.03	xxxx	0.00	0.30	0.52	0.52	xxxx	0.02	0.06	0.68	0.68	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	9.9	0.0	0.0	11.6	14.5	14.5	0.0	9.2	8.7	20.4	20.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	0.0	11.6	14.5	14.5	0.0	9.2	8.7	20.4	20.4	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:		9.9			13.5			8.8			20.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			13.5			8.8			20.4	
LOS by Appr:		A			B			A			C	
AllWayAvgQ:	0.0	0.0	0.0	0.4	1.0	1.0	0.0	0.0	0.1	1.9	1.9	1.9

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

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2.09.3171.1 Industry General Plan Update

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 6.6 Worst Case Level Of Service: F[423.6]

Street Name:	I-605 SB Off-Ramp						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Ignore			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 2 0 1			0 0 2 0 0		
Volume Module:												
Base Vol:	43	0	834	0	0	0	0	939	125	0	1402	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	48	0	938	0	0	0	0	1056	141	0	1577	0
Added Vol:	0	0	278	0	0	0	0	344	0	0	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	1216	0	0	0	0	1400	141	0	1675	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	48	0	0	0	0	0	0	1400	0	0	1675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	0	0	0	0	0	0	1400	0	0	1675	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2238	xxxx	700	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	37	xxxx	386	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	37	xxxx	386	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.31	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	5.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	423.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	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:	423.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[10.4]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	439	58	336	252	0	0	0	0	0	0	645
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	494	65	378	284	0	0	0	0	0	0	726
Added Vol:	0	24	0	16	7	0	0	0	0	0	0	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	518	65	394	291	0	0	0	0	0	0	836
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	518	0	394	291	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	518	0	394	291	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	518
Potent Cap.:	xxxx	xxxx	xxxxx	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	562
Move Cap.:	xxxx	xxxx	xxxxx	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	562
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.4	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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	26.3
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	330	532	259	55	436	311	0	0	0	46	845	161
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	371	599	291	62	491	350	0	0	0	52	951	181
Added Vol:	0	133	0	0	23	25	0	0	0	0	0	77
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	732	291	62	514	375	0	0	0	52	951	258
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	732	291	62	514	0	0	0	0	52	951	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	732	291	62	514	0	0	0	0	52	951	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	732	291	62	514	0	0	0	0	52	951	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.10	1.90	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	186	3424	1900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.15	0.03	0.14	0.00	0.00	0.00	0.00	0.28	0.28	0.14
Crit Moves:	****				****						****	
Green/Cycle:	0.28	0.37	0.37	0.10	0.20	0.00	0.00	0.00	0.00	0.39	0.39	0.49
Volume/Cap:	0.71	0.54	0.41	0.32	0.71	0.00	0.00	0.00	0.00	0.71	0.71	0.28
Delay/Veh:	33.9	22.6	21.2	38.5	36.8	0.0	0.0	0.0	0.0	24.8	24.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	22.6	21.2	38.5	36.8	0.0	0.0	0.0	0.0	24.8	24.8	13.5
LOS by Move:	C	C	C	D	D	A	A	A	A	C	C	B
HCM2kAvgQ:	11	9	6	2	8	0	0	0	0	12	12	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

****

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	8	Average Delay (sec/veh):	7.6
Optimal Cycle:	27	Level Of Service:	A

****

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	101	0	16	0	0	0	0	322	0	0	929	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	114	0	18	0	0	0	0	362	0	0	1045	0
Added Vol:	77	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	0	18	0	0	0	0	362	0	0	1045	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	18	0	0	0	0	362	0	0	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	18	0	0	0	0	362	0	0	1045	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	0	18	0	0	0	0	362	0	0	1045	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.84	0.00	0.16	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3498	0	302	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.29	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.35	0.00	0.38	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.38	0.00
Delay/Veh:	34.3	0.0	34.6	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	0.0	34.6	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	1	0	0	5	0

****

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Average Delay (sec/veh): 604.0 Worst Case Level Of Service: F[4230.7]

Street Name:	SR-60 EB Off-Ramp									3 Palms Dr					
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	0	0	0	1	0	1!	0 0	0	0	2	0 0	0 0	1 0 0
Volume Module:															
Base Vol:	0	0	0			912	0		13	0	154		0	0	30 0
Growth Adj:	1.13	1.13	1.13			1.13	1.13		1.13	1.13	1.13		1.13	1.13	1.13 1.13
Initial Bse:	0	0	0			1026	0		15	0	173		0	0	34 0
Added Vol:	0	0	0			28	0		0	0	0		0	0	0 0
PasserByVol:	0	0	0			0	0		0	0	0		0	0	0 0
Initial Fut:	0	0	0			1054	0		15	0	173		0	0	34 0
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00 1.00
PHF Adj:	1.00	1.00	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			1054	0		15	0	173		0	0	34 0
Reduct Vol:	0	0	0			0	0		0	0	0		0	0	0 0
FinalVolume:	0	0	0			1054	0		15	0	173		0	0	34 0
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx		xxxxx xxxxx	6.5	xxxxx		xxxxx	xxxxx	6.5 xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx		xxxxx xxxxx	4.0	xxxxx		xxxxx	xxxxx	4.0 xxxxx
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx			0	xxxx		xxxxx xxxx	2115	xxxxx		xxxx	2123	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx			1636	xxxx		xxxxx xxxx	51	xxxxx		xxxx	51	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx			1636	xxxx		xxxxx xxxx	18	xxxxx		xxxx	18	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx			0.64	xxxx		xxxx xxxx	9.49	xxxx		xxxx	1.87	xxxx
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx			1.4	xxxx		xxxxx xxxx	12.3	xxxxx		xxxx	4.7	xxxxx
Control Del:	xxxxx	xxxx	xxxxx			8.2	xxxx		xxxxx xxxxx	4231	xxxxx		xxxxx	853	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	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx		xxxxx	xxxxx	xxxx		xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*			*	*		*	*	*		*	*	*
ApproachDel:	xxxxxx					xxxxxx				4230.7				853.0	
ApproachLOS:	*					*				F				F	

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	8	Average Delay (sec/veh):	16.7
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	29	1374	545	0	1549	0	0	0	3	280	0	539
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	33	1546	613	0	1743	0	0	0	3	315	0	606
Added Vol:	0	66	8	0	7	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1612	621	0	1750	0	0	0	3	315	0	618
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:	33	1612	0	0	1750	0	0	0	3	315	0	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1612	0	0	1750	0	0	0	3	315	0	618
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
FinalVolume:	33	1612	0	0	1750	0	0	0	3	315	0	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.33
Crit Moves:		****		****			****					****
Green/Cycle:	0.53	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.38	0.00	0.77
Volume/Cap:	0.03	0.85	0.00	0.00	0.64	0.00	0.00	0.00	xxxx	0.43	0.00	0.42
Delay/Veh:	10.3	22.0	0.0	0.0	15.7	0.0	0.0	0.0	0.0	20.9	0.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	22.0	0.0	0.0	15.7	0.0	0.0	0.0	0.0	20.9	0.0	3.8
LOS by Move:	B	C	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	23	0	0	13	0	0	0	0	7	0	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Nogales St at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	8	Average Delay (sec/veh):	17.3
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1044	416	0	841	244	419	0	185	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1175	468	0	946	275	471	0	208	0	0	0
Added Vol:	0	118	0	0	147	10	40	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1293	468	0	1093	285	511	0	209	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1293	0	0	1093	0	511	0	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1293	0	0	1093	0	511	0	209	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1293	0	0	1093	0	511	0	209	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2945	0	855	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.21	0.00	0.17	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.00	0.00	0.46	0.00	0.38	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	17.7	0.0	0.0	16.8	0.0	16.5	0.0	18.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	0.0	0.0	16.8	0.0	16.5	0.0	18.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	10	0	0	7	0	6	0	10	0	0	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	8	Average Delay (sec/veh):	22.3
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1341	121	0	772	144	0	0	0	313	0	781
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1509	136	0	869	162	0	0	0	352	0	879
Added Vol:	0	156	2	0	156	14	0	0	0	0	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1665	138	0	1025	176	0	0	0	352	0	902
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1665	0	0	1025	0	0	0	0	352	0	902
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1665	0	0	1025	0	0	0	0	352	0	902
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1665	0	0	1025	0	0	0	0	352	0	902
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.44	0.00	1.56
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	833	0	2967
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.42	0.00	0.30
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.39	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.82	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.82	0.00	0.59
Delay/Veh:	0.0	27.1	0.0	0.0	20.8	0.0	0.0	0.0	0.0	21.6	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	0.0	0.0	20.8	0.0	0.0	0.0	0.0	21.6	0.0	15.5
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	B
HCM2kAvgQ:	0	16	0	0	8	0	0	0	0	21	0	11

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

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Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	16	Average Delay (sec/veh):	42.5
Optimal Cycle:	148	Level Of Service:	D

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	58	56	63	733	0	50	207	321	34	47	778	652
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	65	63	71	825	0	56	233	361	38	53	875	734
Added Vol:	0	0	0	85	0	0	0	0	0	0	0	5
PasserByVol:	0	0	0	383	0	0	0	59	0	0	23	53
Initial Fut:	65	63	71	1293	0	56	233	420	38	53	898	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	63	71	1293	0	56	233	420	38	53	898	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	63	71	1293	0	56	233	420	38	53	898	792
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	63	71	1293	0	56	233	420	38	53	898	792
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.51	0.49	1.00	1.92	0.00	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	967	933	1900	3648	0	152	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.04	0.35	0.00	0.37	0.12	0.12	0.02	0.03	0.25	0.42
Crit Moves:		****				****	****				****	
Green/Cycle:	0.07	0.07	0.07	0.38	0.00	0.38	0.13	0.28	0.28	0.11	0.26	0.64
Volume/Cap:	0.96	0.96	0.53	0.92	0.00	0.96	0.96	0.41	0.07	0.26	0.96	0.65
Delay/Veh:	112.6	113	49.0	39.4	0.0	46.1	90.7	29.6	26.5	41.9	57.5	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.6	113	49.0	39.4	0.0	46.1	90.7	29.6	26.5	41.9	57.5	12.2
LOS by Move:	F	F	D	D	A	D	F	C	C	D	E	B
HCM2kAvgQ:	7	7	3	24	0	27	11	6	1	2	20	15

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

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Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	12	Average Delay (sec/veh):	24.7
Optimal Cycle:	53	Level Of Service:	C

Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	0	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	159	185	0	0	474	254	0	0	0	297	0	231
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	179	208	0	0	533	286	0	0	0	334	0	260
Added Vol:	0	136	0	0	19	20	0	0	0	0	0	18
PasserByVol:	0	554	0	0	113	79	0	0	0	0	0	280
Initial Fut:	179	898	0	0	665	385	0	0	0	334	0	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	898	0	0	665	385	0	0	0	334	0	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	898	0	0	665	385	0	0	0	334	0	558
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	898	0	0	665	385	0	0	0	334	0	558
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.55	0.00	1.45
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1036	0	2764
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.00	0.18	0.20	0.00	0.00	0.00	0.32	0.00	0.20
Crit Moves:	****					****				****		
Green/Cycle:	0.07	0.38	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.66	0.66	0.00	0.00	0.60	0.66	0.00	0.00	0.00	0.66	0.00	0.41
Delay/Veh:	46.6	24.3	0.0	0.0	27.5	30.0	0.0	0.0	0.0	18.7	0.0	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	24.3	0.0	0.0	27.5	30.0	0.0	0.0	0.0	18.7	0.0	14.9
LOS by Move:	D	C	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	4	12	0	0	9	10	0	0	0	13	0	7

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Hills Rd at Shepherd St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	12	Average Delay (sec/veh):	20.0
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0	0 0	0 1	0	1 0	0 1	0	0 1
Volume Module:												
Base Vol:	57	29	235	0	0	0	142	257	4	0	293	148
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	64	33	264	0	0	0	160	289	5	0	330	167
Added Vol:	0	0	0	0	0	0	1	0	0	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	264	0	0	0	161	289	5	0	331	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:	64	33	264	0	0	0	161	289	5	0	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	264	0	0	0	161	289	5	0	331	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:	64	33	264	0	0	0	161	289	5	0	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.66	0.34	1.00	0.00	0.00	0.00	0.71	1.27	0.02	0.00	1.00	1.00
Final Sat.:	1259	641	1900	0	0	0	1277	2297	36	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.14	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.17	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.13	0.13	0.56	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.43	0.43
Volume/Cap:	0.40	0.40	0.25	0.00	0.00	0.00	0.40	0.40	0.40	0.00	0.40	0.21
Delay/Veh:	37.4	37.4	10.4	0.0	0.0	0.0	24.7	24.7	24.7	0.0	18.0	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	10.4	0.0	0.0	0.0	24.7	24.7	24.7	0.0	18.0	16.2
LOS by Move:	D	D	B	A	A	A	C	C	C	A	B	B
HCM2kAvgQ:	3	3	4	0	0	0	5	5	5	0	6	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	8	Average Delay (sec/veh):	12.3
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	22	22	22	22	22	22
Y+R:	4.0	4.0	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:	150	28	145	119	30	82	57	403	32	26	657	258
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	169	32	163	134	34	92	64	453	36	29	739	290
Added Vol:	0	0	0	9	0	3	0	23	3	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	32	163	143	34	95	64	476	39	29	772	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	32	163	143	34	95	64	476	39	29	772	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	32	163	143	34	95	64	476	39	29	772	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	32	163	143	34	95	64	476	39	29	772	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	3337	273	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.09	0.08	0.02	0.05	0.03	0.14	0.14	0.02	0.21	0.15
Crit Moves:	****										****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.33	0.07	0.34	0.28	0.07	0.20	0.05	0.22	0.22	0.02	0.33	0.24
Delay/Veh:	26.9	24.6	26.9	26.4	24.6	25.7	5.9	6.7	6.7	5.8	7.3	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	24.6	26.9	26.4	24.6	25.7	5.9	6.7	6.7	5.8	7.3	6.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	1	4	3	1	2	1	3	3	0	5	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-605 NB Ramps at Pellissier Pl

Cycle (sec):	90	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	16	Average Delay (sec/veh):	30.3
Optimal Cycle:	60	Level Of Service:	C

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 0	1! 0	0
Volume Module:												
Base Vol:	132	790	0	7	448	89	396	6	152	9	9	2
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	149	889	0	8	504	100	446	7	171	10	10	2
Added Vol:	29	0	0	0	0	51	21	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	10	0	0	15	0
Initial Fut:	178	889	0	8	504	151	467	17	173	10	25	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:	178	889	0	8	504	151	467	17	173	10	25	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	889	0	8	504	151	467	17	173	10	25	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
FinalVolume:	178	889	0	8	504	151	467	17	173	10	25	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.54	0.46	0.97	0.03	1.00	0.27	0.67	0.06
Final Sat.:	1900	3610	0	1900	2777	833	1834	66	1900	513	1273	114
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.18	0.18	0.25	0.25	0.09	0.02	0.02	0.02
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.34	0.00	0.07	0.27	0.27	0.35	0.35	0.35	0.07	0.07	0.07
Volume/Cap:	0.68	0.73	0.00	0.06	0.68	0.68	0.73	0.73	0.26	0.30	0.30	0.30
Delay/Veh:	43.9	28.3	0.0	39.6	31.4	31.4	29.5	29.5	21.1	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	28.3	0.0	39.6	31.4	31.4	29.5	29.5	21.1	41.3	41.3	41.3
LOS by Move:	D	C	A	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	13	0	0	10	10	13	13	3	1	1	1

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	61	0	398	0	0	0	0	1149	59	123	441	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	69	0	448	0	0	0	0	1293	66	138	496	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	20	0
PasserByVol:	0	0	15	0	0	0	0	10	0	15	15	0
Initial Fut:	69	0	463	0	0	0	0	1328	66	153	531	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	0	463	0	0	0	0	1328	66	153	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	463	0	0	0	0	1328	66	153	531	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	0	463	0	0	0	0	1328	66	153	531	0
OvlAdjVol:			309									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3048	152	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.29	0.00	0.00	0.00	0.00	0.44	0.44	0.10	0.17	0.00
OvlAdjV/S:			0.19									
Crit Moves:			****					****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	12	Average Delay (sec/veh):	21.7
Optimal Cycle:	33	Level Of Service:	C

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	182	488	173	189	0	392	58	77	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	205	549	195	213	0	441	65	87	0	0	0
Added Vol:	0	2	3	11	1	0	36	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	207	552	206	214	0	477	65	87	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	207	0	206	214	0	477	65	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	207	0	206	214	0	477	65	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	207	0	206	214	0	477	65	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.76	0.24	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3343	457	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.11	0.06	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.16	0.00	0.30	0.47	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.00	0.36	0.13	0.00	0.36	0.36	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.0	0.0	24.8	13.7	0.0	19.0	19.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.0	0.0	24.8	13.7	0.0	19.0	19.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	B	A	B	B	A	A	A	A
HCM2kAvgQ:	0	3	0	5	2	0	5	5	0	0	0	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			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:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	275	0	318	0	0	0	0	205	157	225	153	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	309	0	358	0	0	0	0	231	177	253	172	0
Added Vol:	21	0	118	0	0	0	0	29	29	67	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	476	0	0	0	0	260	206	320	174	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	476	0	0	0	0	260	206	320	174	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	476	0	0	0	0	260	206	320	174	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	0	476	0	0	0	0	260	206	320	174	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.12	0.88	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1786	1414	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.30	0.00	0.00	0.00	0.00	0.15	0.15	0.20	0.05	0.00
Crit Moves:			****				****			****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	16	Average Delay (sec/veh):	38.5
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	49	568	267	101	409	137	277	420	106	272	206	169
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	55	639	300	114	460	154	312	473	119	306	232	190
Added Vol:	4	19	4	0	7	0	0	0	1	1	0	0
PasserByVol:	0	5	0	0	5	0	0	0	0	0	0	0
Initial Fut:	59	663	304	114	472	154	312	473	120	307	232	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	663	304	114	472	154	312	473	120	307	232	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	663	304	114	472	154	312	473	120	307	232	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	663	304	114	472	154	312	473	120	307	232	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.37	0.63	1.00	1.51	0.49	1.00	1.59	0.41	1.00	1.10	0.90
Final Sat.:	1900	2474	1136	1900	2722	888	1900	2878	732	1900	1983	1627
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.06	0.17	0.17	0.16	0.16	0.16	0.16	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.32	0.32	0.07	0.30	0.30	0.17	0.24	0.24	0.19	0.26	0.26
Volume/Cap:	0.38	0.85	0.85	0.85	0.57	0.57	0.94	0.67	0.67	0.85	0.45	0.45
Delay/Veh:	40.6	34.8	34.8	78.0	27.1	27.1	70.3	32.8	32.8	51.8	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	34.8	34.8	78.0	27.1	27.1	70.3	32.8	32.8	51.8	28.2	28.2
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	2	16	16	6	8	8	13	9	9	11	5	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	16	Average Delay (sec/veh):	85.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	57	530	350	54	0	300	644	1759	0	0	1499	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	64	596	394	61	0	338	725	1979	0	0	1686	79
Added Vol:	19	6	37	7	0	53	9	350	0	0	787	2
PasserByVol:	0	0	35	0	0	0	0	15	0	0	30	90
Initial Fut:	83	602	466	68	0	391	734	2344	0	0	2503	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	602	466	68	0	391	734	2344	0	0	2503	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.12	0.88	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.74	0.26
Final Sat.:	230	1670	1900	1900	0	1900	3686	5187	0	0	6474	442
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.25	0.04	0.00	0.21	0.20	0.45	0.00	0.00	0.39	0.39
Crit Moves:	****			****			****				****	
Green/Cycle:	0.31	0.31	0.31	0.05	0.00	0.22	0.17	0.51	0.00	0.00	0.33	0.33
Volume/Cap:	1.16	1.16	0.79	0.71	0.00	0.93	1.16	0.89	0.00	0.00	1.16	1.16
Delay/Veh:	130.6	131	44.7	78.6	0.0	72.3	138.0	31.2	0.0	0.0	117	116.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.6	131	44.7	78.6	0.0	72.3	138.0	31.2	0.0	0.0	117	116.8
LOS by Move:	F	F	D	E	A	E	F	C	A	A	F	F
HCM2kAvgQ:	40	40	17	4	0	18	23	32	0	0	42	42

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	492	198	565	296	0	0	0	0	156	0	394
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	554	223	636	333	0	0	0	0	176	0	443
Added Vol:	0	13	4	33	7	0	0	0	0	1	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	567	227	669	340	0	0	0	0	177	0	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	567	227	669	340	0	0	0	0	177	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	227	669	340	0	0	0	0	177	0	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	567	227	669	340	0	0	0	0	177	0	481
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.43	0.57	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2285	915	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.42	0.11	0.00	0.00	0.00	0.00	0.11	0.00	0.15
OvlAdjV/S:												0.00
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.452
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	1 1	0	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	79	1292	129	240	592	207	311	1548	86	53	1191	547
Added Vol:	2	25	23	7	45	5	1	430	1	32	714	4
PasserByVol:	0	0	25	0	0	0	0	50	0	30	120	0
Initial Fut:	81	1317	177	247	637	212	312	2028	87	115	2025	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1317	177	247	637	212	312	2028	87	115	2025	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1317	177	247	637	212	312	2028	87	115	2025	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1317	177	247	637	212	312	2028	87	115	2025	551
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.88	0.12	1.00	2.36	0.64
Final Sat.:	1600	2820	380	1600	3200	1600	1600	4604	196	1600	3774	1026
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.15	0.20	0.13	0.19	0.44	0.44	0.07	0.54	0.54
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.158
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	164	933	66	155	361	102	271	1126	147	69	812	235
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	185	1050	74	174	406	115	305	1267	165	78	914	264
Added Vol:	48	27	68	16	21	2	1	444	18	19	694	-5
PasserByVol:	0	0	0	0	0	0	0	75	0	0	150	0
Initial Fut:	233	1077	142	190	427	117	306	1786	183	97	1758	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1077	142	190	427	117	306	1786	183	97	1758	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	2.00	2.36	0.64	1.00	2.72	0.28	1.00	2.61	0.39
Final Sat.:	1600	2827	373	2880	3770	1030	1600	4353	447	1600	4183	617
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.38	0.07	0.11	0.11	0.19	0.41	0.41	0.06	0.42	0.42
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	239	1172	285	240	976	193	530	1241	163	230	822	304
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	269	1319	321	270	1098	217	596	1396	183	259	925	342
Added Vol:	-69	46	-197	43	38	53	45	446	-88	-235	534	51
PasserByVol:	0	0	50	0	0	0	0	75	0	50	150	0
Initial Fut:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1365	174	313	1136	270	641	1917	95	74	1609	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.66	0.34	1.00	2.42	0.58	2.00	3.00	1.00	2.00	2.41	0.59
Final Sat.:	2880	4258	542	1600	3878	922	2880	4800	1600	2880	3858	942
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.20	0.29	0.29	0.22	0.40	0.06	0.03	0.42	0.42
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	22	0	321	0	0	0	0	1520	4	83	1270	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	25	0	361	0	0	0	0	1710	5	93	1429	0
Added Vol:	0	0	0	0	0	0	0	329	0	0	331	0
PasserByVol:	0	0	0	0	0	0	0	125	0	0	200	0
Initial Fut:	25	0	361	0	0	0	0	2164	5	93	1960	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	361	0	0	0	0	2164	5	93	1960	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	361	0	0	0	0	2164	5	93	1960	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	361	0	0	0	0	2164	5	93	1960	0
OvlAdjVol:			268									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4790	10	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.23	0.00	0.00	0.00	0.00	0.45	0.45	0.06	0.41	0.00
OvlAdjV/S:			0.17									
Crit Moves:			****					****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.285
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	71	176	202	589	251	549	533	1086	37	183	992	460
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	80	198	227	663	282	618	600	1222	42	206	1116	518
Added Vol:	0	-35	129	115	34	-14	-45	244	0	169	351	116
PasserByVol:	0	7	0	0	13	13	7	0	0	0	0	0
Initial Fut:	80	170	356	778	329	617	562	1466	42	375	1467	634
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	356	778	329	617	562	1466	42	375	1467	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	170	356	778	329	617	562	1466	42	375	1467	634
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	170	356	778	329	617	562	1466	42	375	1467	634
OvlAdjVol:						305						201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.22	0.27	0.21	0.39	0.20	0.46	0.03	0.23	0.46	0.40
OvlAdjV/S:						0.19						0.13
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Azusa Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	8	Average Delay (sec/veh):	15.8
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1669	36	0	1827	312	395	226	348	0	0	369
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1878	41	0	2055	351	444	254	392	0	0	415
Added Vol:	0	36	0	0	74	31	10	0	60	0	0	0
PasserByVol:	0	14	0	0	26	0	0	0	0	0	0	0
Initial Fut:	0	1928	41	0	2155	382	454	254	452	0	0	415
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1928	41	0	2155	0	454	254	452	0	0	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1928	41	0	2155	0	454	254	452	0	0	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1928	41	0	2155	0	454	254	452	0	0	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.92	0.08	0.00	4.00	1.00	1.28	0.72	1.00	0.00	0.00	1.00
Final Sat.:	0	6774	142	0	6916	1900	2315	1295	1805	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.31	0.00	0.20	0.20	0.25	0.00	0.00	0.22
Crit Moves:	****				****				****	****		
Green/Cycle:	0.00	0.51	0.51	0.00	0.51	0.00	0.41	0.41	0.41	0.00	0.00	0.00
Volume/Cap:	0.00	0.56	0.56	0.00	0.62	0.00	0.48	0.48	0.62	0.00	0.00	xxxx
Delay/Veh:	0.0	15.6	15.6	0.0	16.3	0.0	19.9	19.9	21.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	15.6	0.0	16.3	0.0	19.9	19.9	21.8	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	C	A	A	A
HCM2kAvgQ:	0	10	10	0	12	0	8	8	11	0	0	10

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	8	Average Delay (sec/veh):	17.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1468	461	0	1531	1058	0	0	0	614	0	444
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1652	519	0	1722	1190	0	0	0	691	0	500
Added Vol:	0	-72	72	0	67	31	0	0	0	39	0	6
PasserByVol:	0	14	0	0	26	0	0	0	0	0	0	0
Initial Fut:	0	1594	591	0	1815	1221	0	0	0	730	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1594	0	0	1815	0	0	0	0	730	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1594	0	0	1815	0	0	0	0	730	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1594	0	0	1815	0	0	0	0	730	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.59	0.00	1.41
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	3022	0	2678
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.24	0.00	0.19
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.57	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.51
Delay/Veh:	0.0	14.1	0.0	0.0	15.2	0.0	0.0	0.0	0.0	24.2	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	0.0	0.0	15.2	0.0	0.0	0.0	0.0	24.2	0.0	22.1
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	14	0	0	0	0	11	0	8

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	E

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	1659	142	102	1014	0	161	11	146	160	20	356
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	213	1866	160	115	1141	0	181	12	164	180	23	401
Added Vol:	0	145	19	-55	75	0	0	0	0	-26	0	-11
PasserByVol:	0	0	14	14	0	0	0	0	0	26	0	26
Initial Fut:	213	2011	193	74	1216	0	181	12	164	180	23	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2011	193	74	1216	0	181	12	164	180	23	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	2011	193	74	1216	0	181	12	164	180	23	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	2011	193	74	1216	0	181	12	164	180	23	416
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.87	0.13	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2995	205	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.12	0.05	0.25	0.00	0.06	0.06	0.10	0.11	0.01	0.26
Crit Moves:		****		****					****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	523	1495	291	69	1000	83	153	372	516	160	149	72
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	588	1682	327	78	1125	93	172	419	581	180	168	81
Added Vol:	0	123	11	0	17	2	8	32	0	3	9	0
PasserByVol:	0	26	0	0	14	0	0	0	0	0	0	0
Initial Fut:	588	1831	338	78	1156	95	180	451	581	183	177	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:	588	1831	338	78	1156	95	180	451	581	183	177	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1831	338	78	1156	95	180	451	581	183	177	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:	588	1831	338	78	1156	95	180	451	581	183	177	81
OvlAdjVol:									254			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.53	0.47	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	2880	4051	749	1600	4434	366	1600	3200	1600	1600	2194	1006
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.45	0.05	0.26	0.26	0.11	0.14	0.36	0.11	0.08	0.08
OvlAdjV/S:									0.16			
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Hurley St						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	276	0	60	189	1629	0	0	1243	407
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	311	0	68	213	1833	0	0	1398	458
Added Vol:	0	0	0	65	0	-100	-90	419	0	0	432	53
PasserByVol:	0	0	0	28	0	52	0	125	0	0	200	52
Initial Fut:	0	0	0	404	0	20	123	2377	0	0	2030	563
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	404	0	20	123	2377	0	0	2030	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	404	0	20	123	2377	0	0	2030	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	404	0	20	123	2377	0	0	2030	563
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.35	0.65
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3758	1042
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.01	0.08	0.50	0.00	0.00	0.54	0.54
Crit Moves:				****							****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	12	Average Delay (sec/veh):	27.2
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1238	75	80	1069	400	140	24	384	55	0	101
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1393	84	90	1203	450	158	27	432	62	0	114
Added Vol:	0	433	0	0	391	210	156	0	25	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1826	84	90	1594	660	314	27	457	62	0	114
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1826	84	90	1594	0	314	27	0	62	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1826	84	90	1594	0	314	27	0	62	0	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1826	84	90	1594	0	314	27	0	62	0	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	1.00	1.84	0.16	1.00	2.00	0.00	1.00
Final Sat.:	0	3451	159	1900	3610	1900	3499	301	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.05	0.44	0.00	0.09	0.09	0.00	0.02	0.00	0.06
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.60	0.60	0.05	0.65	0.00	0.18	0.18	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.89	0.89	0.89	0.68	0.00	0.49	0.49	0.00	0.25	0.00	0.89
Delay/Veh:	0.0	25.8	25.8	111.6	14.0	0.0	44.5	44.5	0.0	53.6	0.0	102.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	25.8	111.6	14.0	0.0	44.5	44.5	0.0	53.6	0.0	102.7
LOS by Move:	A	C	C	F	B	A	D	D	A	D	A	F
HCM2kAvgQ:	0	35	35	6	20	0	6	6	0	1	0	7

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	8	Average Delay (sec/veh):	16.0
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	733	456	0	1486	0	0	0	0	414	0	394
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	825	513	0	1672	0	0	0	0	466	0	443
Added Vol:	0	485	30	0	753	0	0	0	0	65	0	160
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1310	543	0	2425	0	0	0	0	531	0	603
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:	0	1310	0	0	2425	0	0	0	0	531	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1310	0	0	2425	0	0	0	0	531	0	603
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
FinalVolume:	0	1310	0	0	2425	0	0	0	0	531	0	603
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2789	0	2911
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.19	0.00	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.57	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.68	0.00	0.74
Delay/Veh:	0.0	10.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	30.0	0.0	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	30.0	0.0	31.4
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	18	0	0	0	0	10	0	11

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	580	44	355	36	70	54	49	1207	424	206	1151	26
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	653	50	399	41	79	61	55	1358	477	232	1295	29
Added Vol:	284	13	109	0	4	-1	4	276	233	73	205	0
PasserByVol:	0	0	0	0	0	0	0	153	0	0	252	0
Initial Fut:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.87	0.13	1.00	1.00	0.58	0.42	1.00	2.00	1.00	1.00	2.95	0.05
Final Sat.:	3000	200	1600	1600	929	671	1600	3200	1600	1600	4721	79
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.32	0.03	0.09	0.09	0.04	0.56	0.44	0.19	0.37	0.37
Crit Moves:			****			****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	256	0	110	127	1216	0	0	1030	358
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	288	0	124	143	1368	0	0	1159	403
Added Vol:	0	0	0	41	0	65	55	329	0	0	214	28
PasserByVol:	0	0	0	69	0	0	0	153	0	0	252	116
Initial Fut:	0	0	0	398	0	189	198	1850	0	0	1625	547
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	398	0	189	198	1850	0	0	1625	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	398	0	189	198	1850	0	0	1625	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	398	0	189	198	1850	0	0	1625	547
OvlAdjVol:						79						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.07	0.39	0.00	0.00	0.51	0.34
OvlAdjV/S:						0.05						
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	8	Average Delay (sec/veh):	15.0
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	0	0 0	2 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1029	0	0	927	514	237	0	198	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1158	0	0	1043	578	267	0	223	0	0	0
Added Vol:	0	-19	0	0	7	16	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	50	0	0	0	0	0
Initial Fut:	0	1139	0	0	1050	594	326	0	223	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1139	0	0	1050	0	326	0	223	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1139	0	0	1050	0	326	0	223	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1139	0	0	1050	0	326	0	223	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2702	0	1098	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.29	0.00	0.12	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.00	0.52	0.00	0.34	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	13.4	0.0	0.0	12.9	0.0	21.3	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.4	0.0	0.0	12.9	0.0	21.3	0.0	24.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	0	0	10	0	5	0	9	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Fairway Dr at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	12	Average Delay (sec/veh):	31.1
Optimal Cycle:	103	Level Of Service:	C

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	1
Volume Module:												
Base Vol:	240	691	0	0	1160	448	0	0	0	278	0	450
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	270	777	0	0	1305	504	0	0	0	313	0	506
Added Vol:	1	-12	0	0	23	23	0	0	0	0	0	5
PasserByVol:	0	50	0	0	0	70	0	0	0	0	0	0
Initial Fut:	271	815	0	0	1328	597	0	0	0	313	0	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	815	0	0	1328	597	0	0	0	313	0	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	815	0	0	1328	597	0	0	0	313	0	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	815	0	0	1328	597	0	0	0	313	0	511
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	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	1.00	0.00	1.00
Final Sat.:	1900	3610	0	0	3610	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.00	0.00	0.37	0.31	0.00	0.00	0.00	0.16	0.00	0.27
Crit Moves:	****				****							****
Green/Cycle:	0.16	0.57	0.00	0.00	0.41	0.41	0.00	0.00	0.00	0.30	0.00	0.30
Volume/Cap:	0.90	0.40	0.00	0.00	0.90	0.77	0.00	0.00	0.00	0.55	0.00	0.90
Delay/Veh:	65.0	11.0	0.0	0.0	32.7	27.6	0.0	0.0	0.0	27.6	0.0	47.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	11.0	0.0	0.0	32.7	27.6	0.0	0.0	0.0	27.6	0.0	47.5
LOS by Move:	E	B	A	A	C	C	A	A	A	C	A	D
HCM2kAvgQ:	11	7	0	0	22	16	0	0	0	8	0	17

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	396	94	409	30	87	58	40	1173	276	365	947	36
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	446	106	460	34	98	65	45	1320	311	411	1065	41
Added Vol:	-29	15	28	0	5	-53	-40	434	-23	6	323	0
PasserByVol:	0	0	50	0	0	0	0	222	0	70	368	0
Initial Fut:	417	121	538	34	103	12	5	1976	288	487	1756	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:	417	121	538	34	103	12	5	1976	288	487	1756	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	121	538	34	103	12	5	1976	288	487	1756	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:	417	121	538	34	103	12	5	1976	288	487	1756	41
OvlAdjVol:			268									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.55	0.45	1.00	1.00	0.89	0.11	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	2481	719	1600	1600	1430	170	1600	3200	1600	2880	3128	72
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.34	0.02	0.07	0.07	0.00	0.62	0.18	0.17	0.56	0.56
OvlAdjV/S:			0.17									
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.168
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	93	466	167	151	454	181	184	1101	146	166	648	122
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	105	524	188	170	511	204	207	1239	164	187	729	137
Added Vol:	0	37	0	0	15	0	0	467	-6	0	330	0
PasserByVol:	7	0	0	71	0	0	0	271	1	0	431	146
Initial Fut:	112	561	188	241	526	204	207	1977	159	187	1490	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	561	188	241	526	204	207	1977	159	187	1490	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	561	188	241	526	204	207	1977	159	187	1490	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	561	188	241	526	204	207	1977	159	187	1490	283
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	2.00	1.00	1.00	2.78	0.22	1.00	1.68	0.32
Final Sat.:	1600	2397	803	1600	3200	1600	1600	4442	358	1600	2689	511
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.15	0.16	0.13	0.13	0.44	0.44	0.12	0.55	0.55
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.075
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	2 0	0
Volume Module:												
Base Vol:	363	0	612	0	0	0	0	1364	188	248	780	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	408	0	689	0	0	0	0	1535	212	279	878	0
Added Vol:	45	0	56	0	0	0	0	446	21	28	284	0
PasserByVol:	334	0	159	0	0	0	0	129	213	180	243	0
Initial Fut:	787	0	904	0	0	0	0	2110	446	487	1405	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	787	0	904	0	0	0	0	2110	446	487	1405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	787	0	904	0	0	0	0	2110	446	487	1405	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	787	0	904	0	0	0	0	2110	446	487	1405	0
OvlAdjVol:			362									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.48	0.52	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	3963	837	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.28	0.00	0.00	0.00	0.00	0.53	0.53	0.17	0.44	0.00
OvlAdjV/S:			0.11									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #29 Grand Ave at SR-60 EB Ramps

****

Cycle (sec):	120	Critical Vol./Cap.(X):	1.166
Loss Time (sec):	12	Average Delay (sec/veh):	72.8
Optimal Cycle:	180	Level Of Service:	E

****

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	16	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	945	506	302	1159	0	276	0	131	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1063	569	340	1304	0	311	0	147	0	0	0
Added Vol:	0	67	0	37	42	0	86	0	58	0	0	0
PasserByVol:	0	508	0	474	1259	0	149	0	0	0	0	0
Initial Fut:	0	1638	569	851	2605	0	546	0	205	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1638	569	851	2605	0	546	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1638	569	851	2605	0	546	0	205	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1638	569	851	2605	0	546	0	205	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3686	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.30	0.45	0.72	0.00	0.15	0.00	0.11	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.39	0.39	0.38	0.77	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	1.17	0.77	1.17	0.93	0.00	1.17	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	0.0	120	36.9	126.2	17.7	0.0	148.2	0.0	75.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	120	36.9	126.2	17.7	0.0	148.2	0.0	75.3	0.0	0.0	0.0
LOS by Move:	A	F	D	F	B	A	F	A	E	A	A	A
HCM2kAvgQ:	0	49	19	44	38	0	18	0	10	0	0	0

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	1.651
Loss Time (sec):	16	Average Delay (sec/veh):	242.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	22	22	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	2 0	1 1	0	1 0	0 1	0	1 0	1! 0	1
Volume Module:												
Base Vol:	7	802	324	434	1207	6	6	7	7	413	4	472
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	8	902	365	488	1358	7	7	8	8	465	5	531
Added Vol:	0	107	46	100	79	0	0	0	0	0	0	10
PasserByVol:	386	279	0	202	683	31	116	102	718	0	117	46
Initial Fut:	394	1288	411	790	2120	38	123	110	726	465	122	587
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	394	1288	411	790	2120	38	123	110	726	465	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1288	411	790	2120	38	123	110	726	465	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	394	1288	411	790	2120	38	123	110	726	465	122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.97	0.03	1.00	0.13	0.87	1.66	0.34	1.00
Final Sat.:	1900	3610	1900	3686	3547	63	1900	250	1650	3148	652	1900
Capacity Analysis Module:												
Vol/Sat:	0.21	0.36	0.22	0.21	0.60	0.60	0.06	0.44	0.44	0.15	0.19	0.00
Crit Moves:	****				****				****		****	
Green/Cycle:	0.13	0.30	0.30	0.18	0.36	0.36	0.27	0.27	0.27	0.11	0.11	0.00
Volume/Cap:	1.65	1.17	0.71	1.17	1.65	1.65	0.24	1.65	1.65	1.31	1.65	0.00
Delay/Veh:	363.5	129	41.1	141.5	335	334.8	34.8	346	345.8	207.6	359	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	363.5	129	41.1	141.5	335	334.8	34.8	346	345.8	207.6	359	0.0
LOS by Move:	F	F	D	F	F	F	C	F	F	F	F	A
HCM2kAvgQ:	33	35	12	25	96	96	4	71	71	21	31	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.219
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	356	873	143	265	808	172	505	1171	303	303	536	143
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	401	982	161	298	909	194	568	1317	341	341	603	161
Added Vol:	29	83	39	27	57	33	68	401	34	42	251	39
PasserByVol:	315	759	462	0	424	90	114	27	147	213	18	0
Initial Fut:	745	1824	662	325	1390	317	750	1745	522	596	872	200
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	1824	0	325	1390	0	750	1745	0	596	872	200
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.26	0.38	0.00	0.11	0.29	0.00	0.26	0.36	0.00	0.21	0.18	0.12
Crit Moves:	****				****			****		****		

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	1 0	0	0 1	0 0	0	0 0
Volume Module:												
Base Vol:	0	36	0	0	5	0	262	0	3	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	41	0	0	6	0	295	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	41	0	0	6	0	295	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	41	0	0	6	0	295	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	41	0	0	6	0	295	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	41	0	0	6	0	295	0	3	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	729	0	0	719	0	702	0	916	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	xxxx	xxxx	0.01	xxxx	0.42	xxxx	0.00	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	7.9	0.0	0.0	7.8	0.0	11.4	0.0	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	0.0	0.0	7.8	0.0	11.4	0.0	6.6	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	B	*	A	*	*	*
ApproachDel:		7.9			7.8			11.4			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		7.9			7.8			11.4			xxxxxx	
LOS by Appr:		A			A			B			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: B[14.3]

Street Name:	San Gabriel River Pkwy						I-605 SB On-Ramp					
Approach:	North Bound			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 2 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	0	333	38	204	357	0	0	0	0	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	375	43	230	402	0	0	0	0	0	0	0
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	375	43	232	402	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	375	43	232	402	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	375	43	232	402	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	6.5	6.2	7.1	6.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	4.0	3.3	3.5	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	0	0	187	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	900	1091	778	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	900	1091	504	900	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	0.42	0.04	0.46	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	2.0	0.1	2.4	2.3	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	11.8	8.4	18.1	12.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	B	A	C	B	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.5			14.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	27	0	295	129	230	1	0	2	24	306	36	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	30	0	332	145	259	1	0	2	27	344	41	0
Added Vol:	0	0	0	0	0	2	0	1	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	332	145	259	3	0	3	28	345	41	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:	30	0	0	145	259	3	0	3	28	345	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	0	145	259	3	0	3	28	345	41	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
FinalVolume:	30	0	0	145	259	3	0	3	28	345	41	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.99	0.01	0.00	1.00	1.00	0.90	0.10	0.00
Final Sat.:	495	0	593	558	599	7	0	543	608	540	63	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.00	0.26	0.43	0.43	xxxx	0.01	0.05	0.64	0.64	xxxx
Crit Moves:	****				****				****	****		
Delay/Veh:	9.9	0.0	0.0	11.1	12.6	12.6	0.0	8.9	8.5	18.2	18.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	0.0	11.1	12.6	12.6	0.0	8.9	8.5	18.2	18.2	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:	9.9			12.0			8.5			18.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.9			12.0			8.5			18.2		
LOS by Appr:	A			B			A			C		
AllWayAvgQ:	0.1	0.0	0.0	0.3	0.7	0.7	0.0	0.0	0.0	1.6	1.6	1.6

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

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 55.7 Worst Case Level Of Service: F[3562.3]

Street Name:	I-605 SB Off-Ramp									Valley Blvd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Ignore					Include					Ignore					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	57		0		832	0		0		0	0		1726		203	0		1204		0
Growth Adj:	1.13		1.13		1.13	1.13		1.13		1.13	1.13		1.13		1.13	1.13		1.13		1.13
Initial Bse:	64		0		936	0		0		0	0		1942		228	0		1355		0
Added Vol:	0		0		103	0		0		0	0		264		0	0		478		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	64		0		1039	0		0		0	0		2206		228	0		1833		0
User Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00
PHF Volume:	64		0		0	0		0		0	0		2206		0	0		1833		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	64		0		0	0		0		0	0		2206		0	0		1833		0
Critical Gap Module:																				
Critical Gp:	6.8	xxxx			6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																				
Cnflict Vol:	3122	xxxx			1103	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	9	xxxx			209	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	9	xxxx			209	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	7.12	xxxx			0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																				
2Way95thQ:	9.4	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	3562	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	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:	3562.3					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	F					*					*					*				

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0 1 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 1		
Volume Module:												
Base Vol:	0	262	41	256	770	0	0	0	0	0	0	970
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	295	46	288	866	0	0	0	0	0	0	1091
Added Vol:	0	17	0	76	31	0	0	0	0	0	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	312	46	364	897	0	0	0	0	0	0	1132
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	312	0	364	897	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	312	0	364	897	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	312	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	312
Potent Cap.:	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	733
Move Cap.:	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	733
Volume/Cap:	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	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
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	24.2
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	138	644	420	157	359	485	0	0	0	111	537	455
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	155	725	473	177	404	546	0	0	0	125	604	512
Added Vol:	0	58	0	0	108	117	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	783	473	177	512	663	0	0	0	125	604	534
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	783	473	177	512	0	0	0	0	125	604	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	783	473	177	512	0	0	0	0	125	604	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	783	473	177	512	0	0	0	0	125	604	534
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.34	1.66	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	618	2992	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.25	0.09	0.14	0.00	0.00	0.00	0.00	0.20	0.20	0.28
Crit Moves:			****	****							****	
Green/Cycle:	0.20	0.40	0.40	0.15	0.35	0.00	0.00	0.00	0.00	0.32	0.32	0.47
Volume/Cap:	0.42	0.55	0.63	0.63	0.41	0.00	0.00	0.00	0.00	0.63	0.63	0.60
Delay/Veh:	32.4	21.4	23.5	40.4	22.5	0.0	0.0	0.0	0.0	27.0	27.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	21.4	23.5	40.4	22.5	0.0	0.0	0.0	0.0	27.0	27.0	18.7
LOS by Move:	C	C	C	D	C	A	A	A	A	C	C	B
HCM2kAvgQ:	4	9	11	6	6	0	0	0	0	9	9	11

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	8	Average Delay (sec/veh):	16.6
Optimal Cycle:	28	Level Of Service:	B

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	484	0	81	0	0	0	0	630	0	0	640	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	545	0	91	0	0	0	0	709	0	0	720	0
Added Vol:	22	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	0	91	0	0	0	0	709	0	0	720	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	0	91	0	0	0	0	709	0	0	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	0	91	0	0	0	0	709	0	0	720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	0	91	0	0	0	0	709	0	0	720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.76	0.00	0.24	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3338	0	462	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.20	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.46	0.00
Volume/Cap:	0.37	0.00	0.44	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.44	0.00
Delay/Veh:	16.4	0.0	17.0	0.0	0.0	0.0	0.0	16.6	0.0	0.0	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	0.0	17.0	0.0	0.0	0.0	0.0	16.6	0.0	0.0	16.7	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	7	0	0	0	0	7	0	0	7	0

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

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

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
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 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	1489	0	60	0	126	0	0	83	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	1675	0	68	0	142	0	0	93	0
Added Vol:	0	0	0	-36	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1639	0	68	0	142	0	0	93	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1639	0	68	0	142	0	0	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1639	0	68	0	142	0	0	93	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	3312	xxxxx	xxxx	3346	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	9	xxxxx	xxxx	8	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	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			+Inf			+Inf		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	8	Average Delay (sec/veh):	94.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	13	1438	527	0	2101	0	0	0	9	581	0	441
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	15	1618	593	0	2364	0	0	0	10	654	0	496
Added Vol:	0	-25	2	0	3	0	0	0	0	0	0	-48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1593	595	0	2367	0	0	0	10	654	0	448
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:	15	1593	0	0	2367	0	0	0	10	654	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1593	0	0	2367	0	0	0	10	654	0	448
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
FinalVolume:	15	1593	0	0	2367	0	0	0	10	654	0	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.00	0.00	0.46	0.00	0.00	0.00	0.01	0.34	0.00	0.24
Crit Moves:					****		****			****		
Green/Cycle:	0.33	0.33	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.26	0.00	0.51
Volume/Cap:	0.02	1.34	0.00	0.00	0.68	0.00	0.00	0.00	xxxx	1.34	0.00	0.46
Delay/Veh:	24.9	195	0.0	0.0	11.6	0.0	0.0	0.0	0.0	206.7	0.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	195	0.0	0.0	11.6	0.0	0.0	0.0	0.0	206.7	0.0	17.4
LOS by Move:	C	F	A	A	B	A	A	A	A	F	A	B
HCM2kAvgQ:	0	56	0	0	18	0	0	0	0	44	0	10

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Nogales St at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	8	Average Delay (sec/veh):	17.3
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	937	330	0	1396	413	259	0	318	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1054	371	0	1571	465	291	0	358	0	0	0
Added Vol:	0	299	0	0	282	43	44	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1353	371	0	1853	508	335	0	360	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1353	0	0	1853	0	335	0	360	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1353	0	0	1853	0	335	0	360	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1353	0	0	1853	0	335	0	360	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.32	0.00	0.68	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2504	0	1296	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.36	0.00	0.13	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.00	0.00	0.70	0.00	0.34	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	14.6	0.0	0.0	17.5	0.0	18.9	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	0.0	0.0	17.5	0.0	18.9	0.0	24.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	13	0	5	0	13	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	8	Average Delay (sec/veh):	23.5
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	982	212	0	1374	388	0	0	0	428	0	524
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1105	239	0	1546	437	0	0	0	482	0	590
Added Vol:	0	342	0	0	325	64	0	0	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1447	239	0	1871	501	0	0	0	482	0	624
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1447	0	0	1871	0	0	0	0	482	0	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1447	0	0	1871	0	0	0	0	482	0	624
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1447	0	0	1871	0	0	0	0	482	0	624
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.61	0.00	1.39
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	1153	0	2647
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.42	0.00	0.24
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.66	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.48
Delay/Veh:	0.0	21.6	0.0	0.0	27.0	0.0	0.0	0.0	0.0	25.9	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	0.0	0.0	27.0	0.0	0.0	0.0	0.0	25.9	0.0	15.5
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	B
HCM2kAvgQ:	0	12	0	0	20	0	0	0	0	22	0	8

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

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Year 2035 PM With Exisitng Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	90	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	16	Average Delay (sec/veh):	29.5
Optimal Cycle:	101	Level Of Service:	C

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	84	38	25	184	0	57	356	938	54	59	715	456
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	95	43	28	207	0	64	401	1055	61	66	804	513
Added Vol:	0	0	0	44	0	0	0	0	0	0	0	33
PasserByVol:	0	0	0	149	0	0	0	64	0	0	88	281
Initial Fut:	95	43	28	400	0	64	401	1119	61	66	892	827
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	43	28	400	0	64	401	1119	61	66	892	827
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	43	28	400	0	64	401	1119	61	66	892	827
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	43	28	400	0	64	401	1119	61	66	892	827
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	0.69	0.31	1.00	1.76	0.00	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1308	592	1900	3339	0	461	1900	3610	1900	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.01	0.12	0.00	0.14	0.21	0.31	0.03	0.03	0.25	0.44
Crit Moves:	****					****	****					****
Green/Cycle:	0.08	0.08	0.08	0.16	0.00	0.16	0.24	0.50	0.50	0.11	0.36	0.52
Volume/Cap:	0.87	0.87	0.18	0.75	0.00	0.87	0.87	0.63	0.06	0.33	0.68	0.84
Delay/Veh:	78.7	78.7	39.0	41.4	0.0	51.8	49.6	17.3	11.8	38.2	25.9	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	78.7	39.0	41.4	0.0	51.8	49.6	17.3	11.8	38.2	25.9	24.7
LOS by Move:	E	E	D	D	A	D	D	B	B	D	C	C
HCM2kAvgQ:	6	6	1	8	0	10	14	12	1	2	12	22

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

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Year 2035 PM With Exisitng Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	12	Average Delay (sec/veh):	20.3
Optimal Cycle:	59	Level Of Service:	C

Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	254	391	0	0	362	141	0	0	0	184	0	175
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	286	440	0	0	407	159	0	0	0	207	0	197
Added Vol:	0	80	0	0	104	102	0	0	0	0	0	23
PasserByVol:	0	309	0	0	518	394	0	0	0	0	0	97
Initial Fut:	286	829	0	0	1029	655	0	0	0	207	0	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	829	0	0	1029	655	0	0	0	207	0	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	829	0	0	1029	655	0	0	0	207	0	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	829	0	0	1029	655	0	0	0	207	0	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.57	0.00	1.43
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1076	0	2724
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.29	0.34	0.00	0.00	0.00	0.19	0.00	0.12
Crit Moves:	****					****				****		
Green/Cycle:	0.11	0.60	0.00	0.00	0.49	0.49	0.00	0.00	0.00	0.27	0.00	0.27
Volume/Cap:	0.71	0.39	0.00	0.00	0.59	0.71	0.00	0.00	0.00	0.71	0.00	0.43
Delay/Veh:	44.5	9.7	0.0	0.0	17.2	20.7	0.0	0.0	0.0	32.8	0.0	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	9.7	0.0	0.0	17.2	20.7	0.0	0.0	0.0	32.8	0.0	27.3
LOS by Move:	D	A	A	A	B	C	A	A	A	C	A	C
HCM2kAvgQ:	5	6	0	0	11	15	0	0	0	10	0	5

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

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APPENDIX C-V

YEAR 2035 GENERAL PLAN BUILDOUT WITH EXISTING GEOMETRY WITH RECOMMENDED IMPROVEMENTS TRAFFIC CONDITIONS

Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	16	Average Delay (sec/veh):	46.8
Optimal Cycle:	116	Level Of Service:	D

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	1	1 0	0 0	2	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	125	363	306	42	0	651	388	1340	0	0	2069	68
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	141	408	344	47	0	732	437	1508	0	0	2328	77
Added Vol:	4	22	39	1	0	11	33	574	0	0	155	7
PasserByVol:	0	0	40	0	0	0	0	40	0	0	10	10
Initial Fut:	145	430	423	48	0	743	470	2122	0	0	2493	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	430	423	48	0	743	470	2122	0	0	2493	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.50	1.50	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.86	0.14
Final Sat.:	908	2702	1900	1900	0	3344	3686	5187	0	0	6666	250
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.22	0.03	0.00	0.22	0.13	0.41	0.00	0.00	0.37	0.37
Crit Moves:		****				****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.10	0.00	0.23	0.13	0.51	0.00	0.00	0.38	0.38
Volume/Cap:	0.62	0.62	0.87	0.26	0.00	0.98	0.98	0.80	0.00	0.00	0.98	0.98
Delay/Veh:	40.9	40.9	58.5	50.9	0.0	72.6	86.6	25.7	0.0	0.0	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	40.9	58.5	50.9	0.0	72.6	86.6	25.7	0.0	0.0	48.8	48.8
LOS by Move:	D	D	E	D	A	E	F	C	A	A	D	D
HCM2kAvgQ:	10	10	18	2	0	21	13	25	0	0	32	32

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

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Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	3 0	1	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	126	652	28	243	1029	204	211	1061	123	184	1226	252
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	142	734	32	273	1158	230	237	1194	138	207	1379	284
Added Vol:	0	29	26	4	18	3	8	532	1	21	202	7
PasserByVol:	0	0	20	0	0	0	0	80	0	10	20	0
Initial Fut:	142	763	78	277	1176	233	245	1806	139	238	1601	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	763	78	277	1176	233	245	1806	139	238	1601	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	763	78	277	1176	233	245	1806	139	238	1601	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	763	78	277	1176	233	245	1806	139	238	1601	291
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.50	0.50	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4007	793	1600	4456	344	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.05	0.17	0.29	0.29	0.15	0.41	0.41	0.15	0.33	0.18
Crit Moves:	****				****			****		****		

Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	136	259	41	204	542	186	76	783	146	63	1332	163
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	153	291	46	230	610	209	86	881	164	71	1499	183
Added Vol:	14	11	14	3	19	1	2	504	49	69	218	25
PasserByVol:	0	0	0	0	0	0	0	100	0	0	30	0
Initial Fut:	167	302	60	233	629	210	88	1485	213	140	1747	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	302	60	233	629	210	88	1485	213	140	1747	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.50	0.50	2.00	2.25	0.75	1.00	2.62	0.38	1.00	3.00	1.00
Final Sat.:	1600	4004	796	2880	3597	1203	1600	4197	603	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.08	0.17	0.17	0.05	0.35	0.35	0.09	0.36	0.13
Crit Moves:	****				****			****		****		

Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	Level Of Service:	E

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	3 1	0	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	243	903	141	193	1360	207	204	528	178	395	1317	153
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	273	1016	159	217	1530	233	230	594	200	444	1482	172
Added Vol:	-15	30	-14	33	38	17	32	397	-1	4	277	30
PasserByVol:	0	0	75	0	0	0	0	100	0	20	30	0
Initial Fut:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
OvlAdjVol:									56			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.31	0.69	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	5289	1111	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.09	0.33	0.16	0.09	0.23	0.12	0.16	0.37	0.13
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	49	153	60	311	108	618	632	478	22	54	894	490
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	55	172	68	350	122	695	711	538	25	61	1006	551
Added Vol:	0	76	91	79	7	-3	27	214	0	38	78	61
PasserByVol:	0	10	0	0	5	0	0	0	0	0	0	0
Initial Fut:	55	258	159	429	134	692	738	752	25	99	1084	612
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	258	159	429	134	692	738	752	25	99	1084	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	258	159	429	134	692	738	752	25	99	1084	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	258	159	429	134	692	738	752	25	99	1084	612
OvlAdjVol:			60			282						374
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	4647	153	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.10	0.15	0.08	0.43	0.26	0.16	0.16	0.06	0.23	0.38
OvlAdjV/S:			0.04			0.18						0.23
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	114	894	165	136	1534	0	85	30	154	137	15	205
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	128	1006	186	153	1726	0	96	34	173	154	17	231
Added Vol:	0	35	84	42	112	0	0	0	0	143	0	0
PasserByVol:	0	0	10	11	0	0	0	0	0	5	0	5
Initial Fut:	128	1041	280	206	1838	0	96	34	173	302	17	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1041	280	206	1838	0	96	34	173	302	17	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1041	280	206	1838	0	96	34	173	302	17	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1041	280	206	1838	0	96	34	173	302	17	236
OvlAdjVol:									45			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.48	0.52	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2365	835	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.17	0.13	0.38	0.00	0.04	0.04	0.11	0.19	0.01	0.15
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	E

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	479	786	209	24	1257	113	59	178	642	326	338	71
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	539	884	235	27	1414	127	66	200	722	367	380	80
Added Vol:	0	33	2	0	143	8	2	7	0	11	33	0
PasserByVol:	0	5	0	0	11	0	0	0	0	0	0	0
Initial Fut:	539	922	237	27	1568	135	68	207	722	378	413	80
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:	539	922	237	27	1568	135	68	207	0	378	413	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	922	237	27	1568	135	68	207	0	378	413	80
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:	539	922	237	27	1568	135	68	207	0	378	413	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.39	0.61	1.00	2.76	0.24	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	2880	3818	982	1600	4419	381	1600	3200	1600	1600	2682	518
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.02	0.35	0.35	0.04	0.06	0.00	0.24	0.15	0.15
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Fullerton Rd						Valley 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			Protected			Protected		
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 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	400	37	149	11	34	78	64	673	529	293	1620	17
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	450	42	168	12	38	88	72	757	595	330	1823	19
Added Vol:	75	3	22	0	13	6	1	178	148	64	242	0
PasserByVol:	0	0	0	0	0	0	0	196	0	0	60	0
Initial Fut:	525	45	190	12	51	94	73	1131	743	394	2125	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	45	190	12	51	94	73	1131	743	394	2125	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	45	190	12	51	94	73	1131	743	394	2125	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	525	45	190	12	51	94	73	1131	743	394	2125	19
OvlAdjVol:									458			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.35	0.65	1.00	3.00	1.00	2.00	2.97	0.03
Final Sat.:	2949	251	1600	1600	566	1034	1600	4800	1600	2880	4757	43
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.12	0.01	0.09	0.09	0.05	0.24	0.46	0.14	0.45	0.45
OvlAdjV/S:									0.29			
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	382	50	272	57	163	7	14	561	265	220	1270	10
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	430	56	306	64	183	8	16	631	298	248	1429	11
Added Vol:	3	3	6	0	14	-4	-11	165	5	28	295	0
PasserByVol:	0	0	48	0	0	0	0	286	0	17	87	0
Initial Fut:	433	59	360	64	197	4	5	1082	303	293	1811	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	59	360	64	197	4	5	1082	303	293	1811	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	59	360	64	197	4	5	1082	303	293	1811	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	433	59	360	64	197	4	5	1082	303	293	1811	11
OvlAdjVol:			198									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	0.98	0.02	1.00	3.00	1.00	2.00	1.99	0.01
Final Sat.:	2815	385	1600	1600	1569	31	1600	4800	1600	2880	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.23	0.04	0.13	0.13	0.00	0.23	0.19	0.10	0.57	0.57
OvlAdjV/S:			0.12									
Crit Moves:		****				****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	113	376	146	96	636	227	112	459	134	171	1082	123
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	127	423	164	108	716	255	126	516	151	192	1217	138
Added Vol:	0	8	0	0	33	0	0	168	3	0	323	0
PasserByVol:	1	0	0	133	0	0	0	326	8	0	103	34
Initial Fut:	128	431	164	241	749	255	126	1010	162	192	1643	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:	128	431	164	241	749	255	126	1010	162	192	1643	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	431	164	241	749	255	126	1010	162	192	1643	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:	128	431	164	241	749	255	126	1010	162	192	1643	172
OvlAdjVol:						129						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.59	0.41	1.00	2.72	0.28
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4138	662	1600	4344	456
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.10	0.15	0.23	0.16	0.08	0.24	0.24	0.12	0.38	0.38
OvlAdjV/S:						0.08						
Crit Moves:	****				****		****				****	

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2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	278	0	189	0	0	0	0	593	276	405	1403	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	313	0	213	0	0	0	0	667	311	456	1578	0
Added Vol:	11	0	10	0	0	0	0	129	39	42	312	0
PasserByVol:	80	0	111	0	0	0	0	210	249	108	57	0
Initial Fut:	404	0	334	0	0	0	0	1006	599	606	1947	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	0	334	0	0	0	0	1006	599	606	1947	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	0	334	0	0	0	0	1006	599	606	1947	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	0	334	0	0	0	0	1006	599	606	1947	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	4800	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.10	0.00	0.00	0.00	0.00	0.21	0.37	0.21	0.61	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

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Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #29 Grand Ave at SR-60 EB Ramps

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	12	Average Delay (sec/veh):	36.6
Optimal Cycle:	166	Level Of Service:	D

****

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	19	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	2 0	0	3 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	1272	372	329	1021	0	588	0	266	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1431	419	370	1149	0	662	0	299	0	0	0
Added Vol:	0	61	0	8	8	0	53	0	12	0	0	0
PasserByVol:	0	1239	0	103	270	0	424	0	0	0	0	0
Initial Fut:	0	2731	419	481	1427	0	1139	0	311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2731	419	481	1427	0	1139	0	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2731	419	481	1427	0	1139	0	311	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2731	419	481	1427	0	1139	0	311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	3686	3610	0	5529	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.22	0.13	0.40	0.00	0.21	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.54	0.54	0.13	0.67	0.00	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.00	0.98	0.41	0.98	0.59	0.00	0.98	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	0.0	35.5	14.0	78.7	9.4	0.0	61.1	0.0	46.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.5	14.0	78.7	9.4	0.0	61.1	0.0	46.8	0.0	0.0	0.0
LOS by Move:	A	D	B	E	A	A	E	A	D	A	A	A
HCM2kAvgQ:	0	37	8	9	12	0	17	0	11	0	0	0

****

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

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Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	16	Average Delay (sec/veh):	51.5
Optimal Cycle:	179	Level Of Service:	D

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	25	25	6	22	22	6	6	6	6	6	6
Y+R:	4.0	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	2 0	1	2 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	8	924	367	356	695	2	8	8	1	549	3	441
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	9	1040	413	401	782	2	9	9	1	618	3	496
Added Vol:	0	86	28	40	16	0	0	0	0	0	0	38
PasserByVol:	466	788	0	31	154	91	18	21	148	0	122	140
Initial Fut:	475	1914	441	472	952	93	27	30	149	618	125	674
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	475	1914	441	472	952	93	27	30	0	618	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	1914	441	472	952	93	27	30	0	618	125	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	475	1914	441	472	952	93	27	30	0	618	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3686	3610	1900	3686	3610	1900	3686	1900	1900	3686	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.13	0.53	0.23	0.13	0.26	0.05	0.01	0.02	0.00	0.17	0.07	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.52	0.52	0.13	0.44	0.44	0.05	0.05	0.00	0.17	0.17	0.00
Volume/Cap:	0.60	1.01	0.44	1.01	0.60	0.11	0.15	0.32	0.00	1.01	0.40	0.00
Delay/Veh:	43.9	51.9	18.0	96.8	26.5	20.0	54.9	56.9	0.0	89.2	45.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	51.9	18.0	96.8	26.5	20.0	54.9	56.9	0.0	89.2	45.5	0.0
LOS by Move:	D	D	B	F	C	C	D	E	A	F	D	A
HCM2kAvgQ:	7	38	9	14	14	2	1	1	0	17	4	0

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

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Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	3 0	4 0	1	2 0	4 0	1	3 0	4 0	1
Volume Module:												
Base Vol:	369	524	120	153	846	329	145	385	185	180	975	65
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	415	590	135	172	952	370	163	433	208	203	1097	73
Added Vol:	30	16	26	21	47	52	13	100	25	22	272	6
PasserByVol:	73	177	101	0	617	69	29	9	283	410	23	0
Initial Fut:	518	783	262	193	1616	491	205	542	516	635	1392	79
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	783	0	193	1616	0	205	542	0	635	1392	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	4.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	2880	4800	1600	4320	6400	1600	2880	6400	1600	4320	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.00	0.04	0.25	0.00	0.07	0.08	0.00	0.15	0.22	0.05
Crit Moves:	****				****		****				****	

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Year 2035 AM With Existing Network with Additional Improvements
2.09.3171.1 Industry General Plan Update

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

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[191.7]

****

Street Name:	I-605 SB Off-Ramp						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Ignore			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 3 0 1			0 0 3 0 0		
Volume Module:												
Base Vol:	48	0	1216	0	0	0	0	1400	141	0	1675	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	0	1216	0	0	0	0	1400	141	0	1675	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	1216	0	0	0	0	1400	141	0	1675	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	48	0	0	0	0	0	0	1400	0	0	1675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	0	0	0	0	0	0	1400	0	0	1675	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1958	xxxx	467	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	57	xxxx	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	57	xxxx	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	191.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	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:	191.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

****

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

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Year 2035 AM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Cycle (sec):	90	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	8	Average Delay (sec/veh):	8.4
Optimal Cycle:	27	Level Of Service:	A

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
Approach:	North Bound			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:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	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	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	912	0	13	0	154	0	0	30	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	1026	0	15	0	173	0	0	34	0
Added Vol:	0	0	0	28	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1054	0	15	0	173	0	0	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1054	0	15	0	173	0	0	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1054	0	15	0	173	0	0	34	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1054	0	15	0	173	0	0	34	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.97	0.00	0.03	0.00	2.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	3749	0	51	0	3610	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.29	0.00	0.05	0.00	0.00	0.02	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.78	0.00	0.78	0.00	0.13	0.00	0.00	0.13	0.00
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.37	0.00	0.37	0.00	0.00	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	3.1	0.0	3.1	0.0	36.2	0.0	0.0	34.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	3.1	0.0	3.1	0.0	36.2	0.0	0.0	34.8	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	C	A
HCM2kAvgQ:	0	0	0	5	0	5	0	3	0	0	1	0

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

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Year 2035 AM With Exisitng Network With Additional Improvements
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	8	Average Delay (sec/veh):	19.8
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	29	1374	545	0	1549	0	0	0	3	280	0	539
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	33	1546	613	0	1743	0	0	0	3	315	0	606
Added Vol:	0	66	8	0	7	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1612	621	0	1750	0	0	0	3	315	0	618
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:	33	1612	0	0	1750	0	0	0	3	315	0	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1612	0	0	1750	0	0	0	3	315	0	618
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
FinalVolume:	33	1612	0	0	1750	0	0	0	3	315	0	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.33
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.53	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.38	0.00	0.77
Volume/Cap:	0.20	0.85	0.00	0.00	0.77	0.00	0.00	0.00	xxxx	0.43	0.00	0.42
Delay/Veh:	38.8	22.0	0.0	0.0	22.9	0.0	0.0	0.0	0.0	20.9	0.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	22.0	0.0	0.0	22.9	0.0	0.0	0.0	0.0	20.9	0.0	3.8
LOS by Move:	D	C	A	A	C	A	A	A	A	C	A	A
HCM2kAvgQ:	1	23	0	0	16	0	0	0	0	7	0	6

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

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2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	16	Average Delay (sec/veh):	49.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	1	1 0	0 0	2	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	57	530	350	54	0	300	644	1759	0	0	1499	70
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	64	596	394	61	0	338	725	1979	0	0	1686	79
Added Vol:	19	6	37	7	0	53	9	350	0	0	787	2
PasserByVol:	0	0	35	0	0	0	0	15	0	0	30	90
Initial Fut:	83	602	466	68	0	391	734	2344	0	0	2503	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	602	466	68	0	391	734	2344	0	0	2503	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.24	1.76	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.74	0.26
Final Sat.:	438	3172	1900	1900	0	3344	3686	5187	0	0	6474	442
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.25	0.04	0.00	0.12	0.20	0.45	0.00	0.00	0.39	0.39
Crit Moves:			****	****			****				****	
Green/Cycle:	0.24	0.24	0.24	0.05	0.00	0.25	0.20	0.58	0.00	0.00	0.38	0.38
Volume/Cap:	0.79	0.79	1.02	0.71	0.00	0.48	1.02	0.78	0.00	0.00	1.02	1.02
Delay/Veh:	47.5	47.5	92.0	78.6	0.0	39.1	86.2	21.1	0.0	0.0	59.2	59.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	47.5	92.0	78.6	0.0	39.1	86.2	21.1	0.0	0.0	59.2	59.2
LOS by Move:	D	D	F	E	A	D	F	C	A	A	E	E
HCM2kAvgQ:	14	14	24	4	0	7	20	25	0	0	35	35

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	1.145
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	3 0	1	1 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	70	1148	115	213	526	184	276	1376	76	47	1059	486
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	79	1292	129	240	592	207	311	1548	86	53	1191	547
Added Vol:	2	25	23	7	45	5	1	430	1	32	714	4
PasserByVol:	0	0	25	0	0	0	0	50	0	30	120	0
Initial Fut:	81	1317	177	247	637	212	312	2028	87	115	2025	551
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1317	177	247	637	212	312	2028	87	115	2025	551
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1317	177	247	637	212	312	2028	87	115	2025	551
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1317	177	247	637	212	312	2028	87	115	2025	551
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.25	0.75	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	3601	1199	1600	4604	196	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.11	0.15	0.18	0.18	0.19	0.44	0.44	0.07	0.42	0.34
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	E

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	164	933	66	155	361	102	271	1126	147	69	812	235
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	185	1050	74	174	406	115	305	1267	165	78	914	264
Added Vol:	48	27	68	16	21	2	1	444	18	19	694	-5
PasserByVol:	0	0	0	0	0	0	0	75	0	0	150	0
Initial Fut:	233	1077	142	190	427	117	306	1786	183	97	1758	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1077	142	190	427	117	306	1786	183	97	1758	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.65	0.35	2.00	2.36	0.64	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1600	4240	560	2880	3770	1030	1600	4353	447	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.07	0.11	0.11	0.19	0.41	0.41	0.06	0.37	0.16
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	3 1	0	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	239	1172	285	240	976	193	530	1241	163	230	822	304
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	269	1319	321	270	1098	217	596	1396	183	259	925	342
Added Vol:	-69	46	-197	43	38	53	45	446	-88	-235	534	51
PasserByVol:	0	0	50	0	0	0	0	75	0	50	150	0
Initial Fut:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1365	174	313	1136	270	641	1917	95	74	1609	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.55	0.45	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	5678	722	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.11	0.24	0.17	0.22	0.40	0.06	0.03	0.34	0.25
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	71	176	202	589	251	549	533	1086	37	183	992	460
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	80	198	227	663	282	618	600	1222	42	206	1116	518
Added Vol:	0	-35	129	115	34	-14	-45	244	0	169	351	116
PasserByVol:	0	7	0	0	13	13	7	0	0	0	0	0
Initial Fut:	80	170	356	778	329	617	562	1466	42	375	1467	634
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	356	778	329	617	562	1466	42	375	1467	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	170	356	778	329	617	562	1466	42	375	1467	634
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	170	356	778	329	617	562	1466	42	375	1467	634
OvlAdjVol:			0			305						201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	4667	133	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.22	0.27	0.21	0.39	0.20	0.31	0.31	0.23	0.31	0.40
OvlAdjV/S:			0.00			0.19						0.13
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	189	1659	142	102	1014	0	161	11	146	160	20	356
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	213	1866	160	115	1141	0	181	12	164	180	23	401
Added Vol:	0	145	19	-55	75	0	0	0	0	-26	0	-11
PasserByVol:	0	0	14	14	0	0	0	0	0	26	0	26
Initial Fut:	213	2011	193	74	1216	0	181	12	164	180	23	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2011	193	74	1216	0	181	12	164	180	23	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	2011	193	74	1216	0	181	12	164	180	23	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	2011	193	74	1216	0	181	12	164	180	23	416
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	1.87	0.13	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	0	2995	205	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.12	0.05	0.25	0.00	0.06	0.06	0.10	0.11	0.01	0.26
OvlAdjV/S:									0.00			
Crit Moves:		****		****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	523	1495	291	69	1000	83	153	372	516	160	149	72
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	588	1682	327	78	1125	93	172	419	581	180	168	81
Added Vol:	0	123	11	0	17	2	8	32	0	3	9	0
PasserByVol:	0	26	0	0	14	0	0	0	0	0	0	0
Initial Fut:	588	1831	338	78	1156	95	180	451	581	183	177	81
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:	588	1831	338	78	1156	95	180	451	0	183	177	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1831	338	78	1156	95	180	451	0	183	177	81
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:	588	1831	338	78	1156	95	180	451	0	183	177	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.53	0.47	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	2880	4051	749	1600	4434	366	1600	3200	1600	1600	2194	1006
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.45	0.05	0.26	0.26	0.11	0.14	0.00	0.11	0.08	0.08
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	Level Of Service:	E

Street Name:	Fullerton Rd						Valley 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			Protected			Protected		
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 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	580	44	355	36	70	54	49	1207	424	206	1151	26
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	653	50	399	41	79	61	55	1358	477	232	1295	29
Added Vol:	284	13	109	0	4	-1	4	276	233	73	205	0
PasserByVol:	0	0	0	0	0	0	0	153	0	0	252	0
Initial Fut:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
OvlAdjVol:									202			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.87	0.13	1.00	1.00	0.58	0.42	1.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	3000	200	1600	1600	929	671	1600	4800	1600	2880	4721	79
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.32	0.03	0.09	0.09	0.04	0.37	0.44	0.11	0.37	0.37
OvlAdjV/S:									0.13			
Crit Moves:			****			****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	396	94	409	30	87	58	40	1173	276	365	947	36
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	446	106	460	34	98	65	45	1320	311	411	1065	41
Added Vol:	-29	15	28	0	5	-53	-40	434	-23	6	323	0
PasserByVol:	0	0	50	0	0	0	0	222	0	70	368	0
Initial Fut:	417	121	538	34	103	12	5	1976	288	487	1756	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:	417	121	538	34	103	12	5	1976	288	487	1756	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	121	538	34	103	12	5	1976	288	487	1756	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:	417	121	538	34	103	12	5	1976	288	487	1756	41
OvlAdjVol:			268									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.55	0.45	1.00	1.00	0.89	0.11	1.00	3.00	1.00	2.00	1.95	0.05
Final Sat.:	2481	719	1600	1600	1430	170	1600	4800	1600	2880	3128	72
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.34	0.02	0.07	0.07	0.00	0.41	0.18	0.17	0.56	0.56
OvlAdjV/S:			0.17									
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	178	Level Of Service:	E

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	466	167	151	454	181	184	1101	146	166	648	122
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	105	524	188	170	511	204	207	1239	164	187	729	137
Added Vol:	0	37	0	0	15	0	0	467	-6	0	330	0
PasserByVol:	7	0	0	71	0	0	0	271	1	0	431	146
Initial Fut:	112	561	188	241	526	204	207	1977	159	187	1490	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	561	188	241	526	204	207	1977	159	187	1490	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	561	188	241	526	204	207	1977	159	187	1490	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	561	188	241	526	204	207	1977	159	187	1490	283
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.78	0.22	1.00	2.52	0.48
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4442	358	1600	4033	767
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.12	0.15	0.16	0.13	0.13	0.44	0.44	0.12	0.37	0.37
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	Level Of Service:	E

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	3 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	363	0	612	0	0	0	0	1364	188	248	780	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	408	0	689	0	0	0	0	1535	212	279	878	0
Added Vol:	45	0	56	0	0	0	0	446	21	28	284	0
PasserByVol:	334	0	159	0	0	0	0	129	213	180	243	0
Initial Fut:	787	0	904	0	0	0	0	2110	446	487	1405	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	787	0	904	0	0	0	0	2110	446	487	1405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	787	0	904	0	0	0	0	2110	446	487	1405	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	787	0	904	0	0	0	0	2110	446	487	1405	0
OvlAdjVol:			362									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	4800	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.28	0.00	0.00	0.00	0.00	0.44	0.28	0.17	0.44	0.00
OvlAdjV/S:			0.11									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	12	Average Delay (sec/veh):	26.7
Optimal Cycle:	134	Level Of Service:	C

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	13	13	6	19	0	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	2 0	2 0	0	3 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	945	506	302	1159	0	276	0	131	0	0	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	1063	569	340	1304	0	311	0	147	0	0	0
Added Vol:	0	67	0	37	42	0	86	0	58	0	0	0
PasserByVol:	0	508	0	474	1259	0	149	0	0	0	0	0
Initial Fut:	0	1638	569	851	2605	0	546	0	205	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1638	569	851	2605	0	546	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1638	569	851	2605	0	546	0	205	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1638	569	851	2605	0	546	0	205	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	0.97	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5187	1900	3686	3610	0	5529	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.30	0.23	0.72	0.00	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.44	0.44	0.32	0.75	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.69	0.73	0.96	0.00	0.87	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	0.0	22.2	22.9	29.5	19.1	0.0	52.3	0.0	88.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.2	22.9	29.5	19.1	0.0	52.3	0.0	88.9	0.0	0.0	0.0
LOS by Move:	A	C	C	C	B	A	D	A	F	A	A	A
HCM2kAvgQ:	0	15	14	10	32	0	8	0	10	0	0	0

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

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Year 2035 PM With Exisitng Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	110	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	16	Average Delay (sec/veh):	53.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	6	25	25	6	22	22	6	6	6	6	6	6
Y+R:	4.0	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	2 0	1	2 0	1 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	7	802	324	434	1207	6	6	7	7	413	4	472
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	8	902	365	488	1358	7	7	8	8	465	5	531
Added Vol:	0	107	46	100	79	0	0	0	0	0	0	10
PasserByVol:	386	279	0	202	683	31	116	102	718	0	117	46
Initial Fut:	394	1288	411	790	2120	38	123	110	726	465	122	587
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	394	1288	411	790	2120	38	123	110	0	465	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1288	411	790	2120	38	123	110	0	465	122	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	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	394	1288	411	790	2120	38	123	110	0	465	122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3686	3610	1900	3686	3610	1900	3686	1900	1900	3686	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.22	0.21	0.59	0.02	0.03	0.06	0.00	0.13	0.06	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.42	0.42	0.25	0.57	0.57	0.06	0.06	0.00	0.12	0.12	0.00
Volume/Cap:	1.03	0.85	0.51	0.85	1.03	0.03	0.59	1.03	0.00	1.03	0.52	0.00
Delay/Veh:	102.4	33.1	24.0	46.2	50.7	10.3	55.2	146	0.0	97.8	47.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.4	33.1	24.0	46.2	50.7	10.3	55.2	146	0.0	97.8	47.3	0.0
LOS by Move:	F	C	C	D	D	B	E	F	A	F	D	A
HCM2kAvgQ:	9	21	10	16	48	1	3	7	0	13	4	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	176	Level Of Service:	E

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	3 0	4 0	1	2 0	4 0	1	3 0	4 0	1
Volume Module:												
Base Vol:	356	873	143	265	808	172	505	1171	303	303	536	143
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	401	982	161	298	909	194	568	1317	341	341	603	161
Added Vol:	29	83	39	27	57	33	68	401	34	42	251	39
PasserByVol:	315	759	462	0	424	90	114	27	147	213	18	0
Initial Fut:	745	1824	662	325	1390	317	750	1745	522	596	872	200
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	1824	0	325	1390	0	750	1745	0	596	872	200
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	4.00	1.00	2.00	4.00	1.00	3.00	4.00	1.00
Final Sat.:	2880	4800	1600	4320	6400	1600	2880	6400	1600	4320	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.26	0.38	0.00	0.08	0.22	0.00	0.26	0.27	0.00	0.14	0.14	0.12
Crit Moves:	****				****			****			****	

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Year 2035 PM With Existing Network With Additional Improvements
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 31.6 Worst Case Level Of Service: F[2025.4]

Street Name:	I-605 SB Off-Ramp									Valley Blvd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Ignore					Include					Ignore					Include				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	0	3	0	0
Volume Module:																				
Base Vol:	64		0		1039	0		0		0	0		2206		228	0		1833		0
Growth Adj:	1.00		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		1039	0		0		0	0		2206		228	0		1833		0
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	64		0		1039	0		0		0	0		2206		228	0		1833		0
User Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		0.00	1.00		1.00		1.00	1.00		1.00		0.00	1.00		1.00		1.00
PHF Volume:	64		0		0	0		0		0	0		2206		0	0		1833		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	64		0		0	0		0		0	0		2206		0	0		1833		0
Critical Gap Module:																				
Critical Gp:	6.8	xxxx			6.9	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	xxxx			3.3	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	2817	xxxx			735	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	15	xxxx			366	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		
Move Cap.:	15	xxxx			366	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	4.35	xxxx			0.00	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx		xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	8.9	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		
Control Del:	2025	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	F	*	*			*	*	*		*	*	*	*		*	*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*		*	*	*	*		*	*	*	*		
ApproachDel:	2025.4					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	F					*					*					*				

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Cycle (sec):	90	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	8	Average Delay (sec/veh):	8.4
Optimal Cycle:	36	Level Of Service:	A

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
Approach:	North Bound			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:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	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	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	1489	0	60	0	126	0	0	83	0
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	0	0	0	1675	0	68	0	142	0	0	93	0
Added Vol:	0	0	0	-36	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1639	0	68	0	142	0	0	93	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1639	0	68	0	142	0	0	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1639	0	68	0	142	0	0	93	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1639	0	68	0	142	0	0	93	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.92	0.00	0.08	0.00	2.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	3655	0	145	0	3610	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.00	0.47	0.00	0.04	0.00	0.00	0.05	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.77	0.00	0.77	0.00	0.14	0.00	0.00	0.14	0.00
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.61	0.00	0.27	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	4.8	0.0	5.0	0.0	34.6	0.0	0.0	35.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	4.8	0.0	5.0	0.0	34.6	0.0	0.0	35.4	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	D	A
HCM2kAvgQ:	0	0	0	10	0	11	0	2	0	0	3	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	8	Average Delay (sec/veh):	28.4
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	13	1438	527	0	2101	0	0	0	9	581	0	441
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	15	1618	593	0	2364	0	0	0	10	654	0	496
Added Vol:	0	-25	2	0	3	0	0	0	0	0	0	-48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1593	595	0	2367	0	0	0	10	654	0	448
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:	15	1593	0	0	2367	0	0	0	10	654	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1593	0	0	2367	0	0	0	10	654	0	448
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
FinalVolume:	15	1593	0	0	2367	0	0	0	10	654	0	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.00	0.00	0.46	0.00	0.00	0.00	0.01	0.34	0.00	0.24
Crit Moves:	****				****		****			****		
Green/Cycle:	0.05	0.55	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.38	0.00	0.75
Volume/Cap:	0.14	0.80	0.00	0.00	0.92	0.00	0.00	0.00	xxxx	0.92	0.00	0.31
Delay/Veh:	50.2	22.1	0.0	0.0	31.3	0.0	0.0	0.0	0.0	49.4	0.0	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	22.1	0.0	0.0	31.3	0.0	0.0	0.0	0.0	49.4	0.0	4.6
LOS by Move:	D	C	A	A	C	A	A	A	A	D	A	A
HCM2kAvgQ:	1	24	0	0	31	0	0	0	0	25	0	5

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

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APPENDIX C-VI

YEAR 2035 GENERAL PLAN BUILDOUT WITH PROGRAMMED IMPROVEMENTS TRAFFIC CONDITIONS

Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Hills Rd at Shepherd St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	12	Average Delay (sec/veh):	19.0
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	52	9	207	0	0	0	144	230	25	8	326	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:	52	9	207	0	0	0	144	230	25	8	326	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	9	207	0	0	0	144	230	25	8	326	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:	52	9	207	0	0	0	144	230	25	8	326	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	9	207	0	0	0	144	230	25	8	326	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:	52	9	207	0	0	0	144	230	25	8	326	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.85	0.15	1.00	0.00	0.00	0.00	0.72	1.15	0.13	0.02	0.98	1.00
Final Sat.:	1620	280	1900	0	0	0	1303	2081	226	46	1854	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.11	0.00	0.00	0.00	0.11	0.11	0.11	0.18	0.18	0.07
Crit Moves:	****						****			****		
Green/Cycle:	0.11	0.11	0.58	0.00	0.00	0.00	0.29	0.29	0.29	0.46	0.46	0.46
Volume/Cap:	0.29	0.29	0.19	0.00	0.00	0.00	0.38	0.38	0.38	0.38	0.38	0.15
Delay/Veh:	37.5	37.5	9.2	0.0	0.0	0.0	25.6	25.6	25.6	16.0	16.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	37.5	9.2	0.0	0.0	0.0	25.6	25.6	25.6	16.0	16.0	14.0
LOS by Move:	D	D	A	A	A	A	C	C	C	B	B	B
HCM2kAvgQ:	2	2	3	0	0	0	5	5	5	6	6	2

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

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Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	8	Average Delay (sec/veh):	16.9
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	25	25	25	22	22	22
Y+R:	4.0	4.0	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	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	60	7	36	394	185	220	34	824	70	145	925	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	7	36	394	185	220	34	824	70	145	925	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	7	36	394	185	220	34	824	70	145	925	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	7	36	394	185	220	34	824	70	145	925	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	7	36	394	185	220	34	824	70	145	925	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	7	36	394	185	220	34	824	70	145	925	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	4781	406	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.21	0.10	0.12	0.02	0.17	0.17	0.08	0.18	0.13
Crit Moves:				****							****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.06	0.01	0.04	0.42	0.21	0.25	0.04	0.41	0.41	0.18	0.42	0.31
Delay/Veh:	12.1	11.8	12.0	15.1	13.1	13.4	15.4	18.3	18.3	16.4	18.5	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	11.8	12.0	15.1	13.1	13.4	15.4	18.3	18.3	16.4	18.5	17.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	0	1	7	3	4	1	6	6	2	7	5

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

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Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-605 NB Ramps at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	16	Average Delay (sec/veh):	34.7
Optimal Cycle:	92	Level Of Service:	C

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 1	0 0	0
Volume Module:												
Base Vol:	102	242	0	14	1398	256	306	20	267	6	10	0
Growth Adj:	1.00	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	242	0	14	1398	256	306	20	267	6	10	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	242	0	14	1398	256	306	20	267	6	10	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	242	0	14	1398	256	306	20	267	6	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	242	0	14	1398	256	306	20	267	6	10	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	242	0	14	1398	256	306	20	267	6	10	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.69	0.31	0.94	0.06	1.00	0.37	0.63	0.00
Final Sat.:	1900	3610	0	1900	3051	559	1783	117	1900	713	1188	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.01	0.46	0.46	0.17	0.17	0.14	0.01	0.01	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.31	0.00	0.28	0.52	0.52	0.20	0.20	0.20	0.06	0.06	0.00
Volume/Cap:	0.88	0.22	0.00	0.03	0.88	0.88	0.88	0.88	0.72	0.14	0.14	0.00
Delay/Veh:	94.0	25.7	0.0	26.4	26.0	26.0	59.2	59.2	44.2	45.1	45.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	25.7	0.0	26.4	26.0	26.0	59.2	59.2	44.2	45.1	45.1	0.0
LOS by Move:	F	C	A	C	C	C	E	E	D	D	D	A
HCM2kAvgQ:	6	3	0	0	27	27	13	13	9	1	1	0

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

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Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	36	0	139	0	0	0	0	349	135	461	1626	0
Growth Adj:	1.00	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	0	139	0	0	0	0	349	135	461	1626	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	139	0	0	0	0	349	135	461	1626	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	139	0	0	0	0	349	135	461	1626	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	139	0	0	0	0	349	135	461	1626	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	139	0	0	0	0	349	135	461	1626	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.44	0.56	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2307	893	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.15	0.29	0.51	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****						****				****	

Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	280	192	129	334	0	309	2	504	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	280	192	129	334	0	309	2	504	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	192	129	334	0	309	2	504	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	280	0	129	334	0	309	2	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	0	129	334	0	309	2	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	280	0	129	334	0	309	2	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.99	0.01	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3776	24	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.07	0.09	0.00	0.08	0.08	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.30	0.00	0.26	0.55	0.00	0.31	0.31	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.26	0.00	0.26	0.17	0.00	0.26	0.26	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	24.3	0.0	26.8	9.9	0.0	23.3	23.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.3	0.0	26.8	9.9	0.0	23.3	23.3	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	3	0	3	2	0	3	3	0	0	0	0

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

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Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	230	0	330	0	0	0	0	168	189	348	199	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	0	330	0	0	0	0	168	189	348	199	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	330	0	0	0	0	168	189	348	199	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	0	330	0	0	0	0	168	189	348	199	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	330	0	0	0	0	168	189	348	199	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	0	330	0	0	0	0	168	189	348	199	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.21	0.00	0.00	0.00	0.00	0.11	0.12	0.22	0.06	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****								****	****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	110	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	16	Average Delay (sec/veh):	41.1
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	65	677	334	178	837	303	129	207	129	337	411	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:	65	677	334	178	837	303	129	207	129	337	411	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	677	334	178	837	303	129	207	129	337	411	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:	65	677	334	178	837	303	129	207	129	337	411	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	677	334	178	837	303	129	207	129	337	411	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:	65	677	334	178	837	303	129	207	129	337	411	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.34	0.66	1.00	1.47	0.53	1.00	1.23	0.77	1.00	1.67	0.33
Final Sat.:	1900	2417	1193	1900	2651	960	1900	2224	1386	1900	3022	588
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.09	0.32	0.32	0.07	0.09	0.09	0.18	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.33	0.33	0.11	0.38	0.38	0.10	0.20	0.20	0.21	0.31	0.31
Volume/Cap:	0.52	0.84	0.84	0.84	0.83	0.83	0.65	0.47	0.47	0.84	0.44	0.44
Delay/Veh:	53.8	39.6	39.6	73.0	35.6	35.6	54.9	39.3	39.3	56.5	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	39.6	39.6	73.0	35.6	35.6	54.9	39.3	39.3	56.5	30.9	30.9
LOS by Move:	D	D	D	E	D	D	D	D	D	E	C	C
HCM2kAvgQ:	3	19	19	8	21	21	5	6	6	14	7	7

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

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Year 2035 AM With Future Network
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.232
Loss Time (sec):	16	Average Delay (sec/veh):	80.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	145	430	423	48	0	743	470	2122	0	0	2493	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	430	423	48	0	743	470	2122	0	0	2493	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	430	423	48	0	743	470	2122	0	0	2493	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	430	423	48	0	743	470	2122	0	0	2493	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.25	0.75	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.85	0.15
Final Sat.:	479	1421	1900	1900	0	1900	3686	5187	0	0	6665	251
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.22	0.03	0.00	0.39	0.13	0.41	0.00	0.00	0.37	0.37
Crit Moves:	****					****	****				****	
Green/Cycle:	0.25	0.25	0.25	0.21	0.00	0.32	0.10	0.41	0.00	0.00	0.30	0.30
Volume/Cap:	1.23	1.23	0.91	0.12	0.00	1.23	1.23	1.00	0.00	0.00	1.23	1.23
Delay/Veh:	167.2	167	65.1	38.2	0.0	159.3	179.1	56.3	0.0	0.0	151	150.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.2	167	65.1	38.2	0.0	159.3	179.1	56.3	0.0	0.0	151	150.6
LOS by Move:	F	F	E	D	A	F	F	E	A	A	F	F
HCM2kAvgQ:	37	37	19	1	0	47	17	36	0	0	45	45

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	387	81	384	447	0	0	0	0	532	0	910
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	387	81	384	447	0	0	0	0	532	0	910
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	387	81	384	447	0	0	0	0	532	0	910
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	387	81	384	447	0	0	0	0	532	0	910
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	387	81	384	447	0	0	0	0	532	0	910
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	387	81	384	447	0	0	0	0	532	0	910
OvlAdjVol:												142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.65	0.35	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2646	554	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.24	0.14	0.00	0.00	0.00	0.00	0.33	0.00	0.28
OvlAdjV/S:												0.04
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	375	0	355	0	0	0	0	1806	384	529	1601	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	0	355	0	0	0	0	1806	384	529	1601	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	375	0	355	0	0	0	0	1806	384	529	1601	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	0	355	0	0	0	0	1806	384	529	1601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	0	355	0	0	0	0	1806	384	529	1601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	375	0	355	0	0	0	0	1806	384	529	1601	0
OvlAdjVol:			61									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	2880	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.22	0.00	0.00	0.00	0.00	0.38	0.24	0.18	0.33	0.00
OvlAdjV/S:			0.04									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Road at 3rd Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	Level Of Service:	E

Street Name:	Workman Mill Road						3rd Avenue					
Approach:	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	1 1	0	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	189	655	5	61	1115	510	536	19	358	7	31	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	655	5	61	1115	510	536	19	358	7	31	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	655	5	61	1115	510	536	19	358	7	31	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	655	5	61	1115	510	536	19	358	7	31	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	655	5	61	1115	510	536	19	358	7	31	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	655	5	61	1115	510	536	19	358	7	31	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.37	0.63	2.00	0.05	0.95	0.05	0.21	0.74
Final Sat.:	1600	3176	24	1600	2196	1004	3200	81	1519	77	340	1184
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.21	0.04	0.51	0.51	0.17	0.24	0.24	0.00	0.09	0.09
Crit Moves:	****				****		****				****	

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Year 2035 AM With Future Network
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	167	302	60	233	629	210	88	1485	213	140	1747	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	302	60	233	629	210	88	1485	213	140	1747	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	302	60	233	629	210	88	1485	213	140	1747	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	302	60	233	629	210	88	1485	213	140	1747	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	2.00	2.25	0.75	1.00	2.62	0.38	1.00	2.68	0.32
Final Sat.:	1600	2670	530	2880	3599	1201	1600	4198	602	1600	4289	511
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.11	0.08	0.17	0.17	0.06	0.35	0.35	0.09	0.41	0.41
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.074
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
Growth Adj:	1.00	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	1046	220	250	1568	250	262	1091	199	468	1789	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
OvlAdjVol:									56			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.48	0.52	1.00	2.59	0.41	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	2880	3966	834	1600	4140	660	2880	4800	1600	2880	4313	487
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.26	0.16	0.38	0.38	0.09	0.23	0.12	0.16	0.41	0.41
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	14	0	204	0	0	0	0	1257	8	143	2445	0
Growth Adj:	1.00	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	204	0	0	0	0	1257	8	143	2445	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	204	0	0	0	0	1257	8	143	2445	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	204	0	0	0	0	1257	8	143	2445	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	204	0	0	0	0	1257	8	143	2445	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	204	0	0	0	0	1257	8	143	2445	0
OvlAdjVol:			61									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4770	30	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.13	0.00	0.00	0.00	0.00	0.26	0.26	0.09	0.51	0.00
OvlAdjV/S:			0.04									
Crit Moves:			****				****				****	

Year 2035 AM With Future Network
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	55	258	159	429	134	692	738	752	25	99	1084	612
Growth Adj:	1.00	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	258	159	429	134	692	738	752	25	99	1084	612
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	258	159	429	134	692	738	752	25	99	1084	612
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	258	159	429	134	692	738	752	25	99	1084	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	258	159	429	134	692	738	752	25	99	1084	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	258	159	429	134	692	738	752	25	99	1084	612
OvlAdjVol:						282						374
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.10	0.15	0.08	0.43	0.26	0.24	0.02	0.06	0.23	0.38
OvlAdjV/S:						0.18						0.23
Crit Moves:			****	****			****				****	

Year 2035 AM With Future Network
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Azusa Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	8	Average Delay (sec/veh):	17.0
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1946	15	0	1275	566	932	163	260	0	0	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1946	15	0	1275	566	932	163	260	0	0	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1946	15	0	1275	566	932	163	260	0	0	129
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1946	15	0	1275	0	932	163	260	0	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1946	15	0	1275	0	932	163	260	0	0	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1946	15	0	1275	0	932	163	260	0	0	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.97	0.03	0.00	4.00	1.00	2.00	0.39	0.61	0.00	0.00	1.00
Final Sat.:	0	6863	53	0	6916	1900	3610	696	1109	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.18	0.00	0.26	0.23	0.23	0.00	0.00	0.07
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.48	0.48	0.00	0.48	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	0.59	0.59	0.00	0.39	0.00	0.59	0.54	0.54	0.00	0.00	xxxx
Delay/Veh:	0.0	17.5	17.5	0.0	15.2	0.0	19.8	19.1	19.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.5	17.5	0.0	15.2	0.0	19.8	19.1	19.1	0.0	0.0	0.0
LOS by Move:	A	B	B	A	B	A	B	B	B	A	A	A
HCM2kAvgQ:	0	10	10	0	6	0	11	9	9	0	0	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	8	Average Delay (sec/veh):	14.5
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	1	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1883	377	0	1432	385	0	0	0	399	0	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1883	377	0	1432	385	0	0	0	399	0	577
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1883	377	0	1432	385	0	0	0	399	0	577
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1883	0	0	1432	0	0	0	0	399	0	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1883	0	0	1432	0	0	0	0	399	0	577
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1883	0	0	1432	0	0	0	0	399	0	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	2677	0	3023
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.60	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.61	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.47	0.00	0.61
Delay/Veh:	0.0	11.8	0.0	0.0	10.2	0.0	0.0	0.0	0.0	25.1	0.0	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.8	0.0	0.0	10.2	0.0	0.0	0.0	0.0	25.1	0.0	26.9
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	12	0	0	8	0	0	0	0	7	0	9

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	128	1041	280	206	1838	0	96	34	173	302	17	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1041	280	206	1838	0	96	34	173	302	17	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	1041	280	206	1838	0	96	34	173	302	17	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1041	280	206	1838	0	96	34	173	302	17	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1041	280	206	1838	0	96	34	173	302	17	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1041	280	206	1838	0	96	34	173	302	17	236
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	4.00	0.00	1.48	0.52	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	6400	0	2363	837	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.17	0.13	0.29	0.00	0.04	0.04	0.11	0.19	0.01	0.15
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	E

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	539	922	237	27	1568	135	68	207	722	378	413	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:	539	922	237	27	1568	135	68	207	722	378	413	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	539	922	237	27	1568	135	68	207	722	378	413	80
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:	539	922	237	27	1568	135	68	207	0	378	413	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	922	237	27	1568	135	68	207	0	378	413	80
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:	539	922	237	27	1568	135	68	207	0	378	413	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.39	0.61	1.00	2.76	0.24	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	2880	3818	982	1600	4419	381	1600	3200	1600	1600	2681	519
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.02	0.35	0.35	0.04	0.06	0.00	0.24	0.15	0.15
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hurley St						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	294	0	142	219	1375	0	0	2412	489
Growth Adj:	1.00	1.00	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	294	0	142	219	1375	0	0	2412	489
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	294	0	142	219	1375	0	0	2412	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	294	0	142	219	1375	0	0	2412	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	294	0	142	219	1375	0	0	2412	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	294	0	142	219	1375	0	0	2412	489
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3991	809
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.09	0.14	0.29	0.00	0.00	0.60	0.60
Crit Moves:				****							****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	12	Average Delay (sec/veh):	21.7
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1448	21	29	877	424	602	16	447	19	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1448	21	29	877	424	602	16	447	19	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1448	21	29	877	424	602	16	447	19	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1448	21	29	877	0	602	16	0	19	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1448	21	29	877	0	602	16	0	19	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1448	21	29	877	0	602	16	0	19	0	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	1.00	1.95	0.05	1.00	2.00	0.00	1.00
Final Sat.:	0	3558	52	1900	3610	1900	3702	98	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.02	0.24	0.00	0.16	0.16	0.00	0.01	0.00	0.01
Crit Moves:		****		****			****			****		
Green/Cycle:	0.00	0.54	0.54	0.06	0.60	0.00	0.22	0.22	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.75	0.75	0.25	0.40	0.00	0.74	0.74	0.00	0.09	0.00	0.22
Delay/Veh:	0.0	19.5	19.5	46.0	10.7	0.0	39.9	39.9	0.0	44.6	0.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	19.5	46.0	10.7	0.0	39.9	39.9	0.0	44.6	0.0	45.7
LOS by Move:	A	B	B	D	B	A	D	D	A	D	A	D
HCM2kAvgQ:	0	19	19	1	7	0	10	10	0	0	0	1

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	8	Average Delay (sec/veh):	16.1
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1409	306	0	1133	0	0	0	0	377	0	683
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1409	306	0	1133	0	0	0	0	377	0	683
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1409	306	0	1133	0	0	0	0	377	0	683
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:	0	1409	0	0	1133	0	0	0	0	377	0	683
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1409	0	0	1133	0	0	0	0	377	0	683
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
FinalVolume:	0	1409	0	0	1133	0	0	0	0	377	0	683
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2576	0	3124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.15	0.00	0.22
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.58	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.67	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.45	0.00	0.67
Delay/Veh:	0.0	13.6	0.0	0.0	10.0	0.0	0.0	0.0	0.0	24.0	0.0	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.6	0.0	0.0	10.0	0.0	0.0	0.0	0.0	24.0	0.0	27.2
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	15	0	0	6	0	0	0	0	6	0	11

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.079
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	525	45	190	12	51	94	73	1131	743	394	2124	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	525	45	190	12	51	94	73	1131	743	394	2124	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	525	45	190	12	51	94	73	1131	743	394	2124	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	45	190	12	51	94	73	1131	743	394	2124	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	45	190	12	51	94	73	1131	743	394	2124	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	525	45	190	12	51	94	73	1131	743	394	2124	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.35	0.65	1.00	3.00	1.00	1.00	2.97	0.03
Final Sat.:	2947	253	1600	1600	563	1037	1600	4800	1600	1600	4757	43
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.12	0.01	0.09	0.09	0.05	0.24	0.46	0.25	0.45	0.45
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	254	0	286	216	996	0	0	1906	464
Growth Adj:	1.00	1.00	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	254	0	286	216	996	0	0	1906	464
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	254	0	286	216	996	0	0	1906	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	254	0	286	216	996	0	0	1906	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	254	0	286	216	996	0	0	1906	464
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	254	0	286	216	996	0	0	1906	464
OvlAdjVol:						166						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.18	0.08	0.21	0.00	0.00	0.40	0.29
OvlAdjV/S:						0.10						
Crit Moves:						****	****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	8	Average Delay (sec/veh):	19.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	0	0 0	2 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	982	0	0	698	361	530	0	339	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	982	0	0	698	361	530	0	339	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	982	0	0	698	361	530	0	339	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	982	0	0	698	0	530	0	339	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	982	0	0	698	0	530	0	339	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	982	0	0	698	0	530	0	339	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.44	0.00	0.56	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2734	0	1066	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.19	0.00	0.19	0.00	0.32	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.49	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.00	0.65	0.00	0.00	0.46	0.00	0.39	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	0.0	21.8	0.0	0.0	19.0	0.0	14.6	0.0	18.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.8	0.0	0.0	19.0	0.0	14.6	0.0	18.2	0.0	0.0	0.0
LOS by Move:	A	C	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	12	0	0	7	0	6	0	13	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Fairway Dr at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	12	Average Delay (sec/veh):	25.0
Optimal Cycle:	49	Level Of Service:	C

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	176	1126	0	0	720	230	0	0	0	262	0	576
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1126	0	0	720	230	0	0	0	262	0	576
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1126	0	0	720	230	0	0	0	262	0	576
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1126	0	0	720	230	0	0	0	262	0	576
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1126	0	0	720	230	0	0	0	262	0	576
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1126	0	0	720	230	0	0	0	262	0	576
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	5187	0	0	5187	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.00	0.00	0.14	0.12	0.00	0.00	0.00	0.14	0.00	0.30
Crit Moves:	****				****							****
Green/Cycle:	0.15	0.38	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.62	0.58	0.00	0.00	0.62	0.54	0.00	0.00	0.00	0.28	0.00	0.62
Delay/Veh:	39.9	22.9	0.0	0.0	32.4	32.1	0.0	0.0	0.0	13.7	0.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	22.9	0.0	0.0	32.4	32.1	0.0	0.0	0.0	13.7	0.0	18.0
LOS by Move:	D	C	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	6	10	0	0	7	6	0	0	0	4	0	12

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	433	59	360	64	197	4	5	1082	303	293	1811	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	59	360	64	197	4	5	1082	303	293	1811	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	433	59	360	64	197	4	5	1082	303	293	1811	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	433	59	360	64	197	4	5	1082	303	293	1811	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	59	360	64	197	4	5	1082	303	293	1811	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	433	59	360	64	197	4	5	1082	303	293	1811	11
OvlAdjVol:			197									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	0.98	0.02	1.00	3.00	1.00	2.00	2.98	0.02
Final Sat.:	2816	384	1600	1600	1568	32	1600	4800	1600	2880	4771	29
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.23	0.04	0.13	0.13	0.00	0.23	0.19	0.10	0.38	0.38
OvlAdjV/S:			0.12									
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	E

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	128	731	164	141	849	255	126	1010	162	242	1643	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	731	164	141	849	255	126	1010	162	242	1643	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	731	164	141	849	255	126	1010	162	242	1643	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	731	164	141	849	255	126	1010	162	242	1643	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	731	164	141	849	255	126	1010	162	242	1643	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	731	164	141	849	255	126	1010	162	242	1643	122
OvlAdjVol:						129						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	2.00	1.00	1.00	2.59	0.41	1.00	2.79	0.21
Final Sat.:	1600	2614	586	1600	3200	1600	1600	4137	663	1600	4468	332
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.09	0.27	0.16	0.08	0.24	0.24	0.15	0.37	0.37
OvlAdjV/S:						0.08						
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	354	0	334	0	0	0	0	1006	449	556	1997	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	0	334	0	0	0	0	1006	449	556	1997	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	0	334	0	0	0	0	1006	449	556	1997	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	0	334	0	0	0	0	1006	449	556	1997	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	0	334	0	0	0	0	1006	449	556	1997	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	0	334	0	0	0	0	1006	449	556	1997	0
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.07	0.93	2.00	3.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	3319	1481	2880	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.10	0.00	0.00	0.00	0.00	0.30	0.30	0.19	0.42	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	8	Average Delay (sec/veh):	15.0
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	25	25	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4 0	0	0 0	3 1	1	3 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	3149	0	0	1427	481	1139	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:	0	3149	0	0	1427	481	1139	0	311	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3149	0	0	1427	481	1139	0	311	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3149	0	0	1427	481	1139	0	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3149	0	0	1427	481	1139	0	311	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3149	0	0	1427	481	1139	0	311	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	3.74	1.26	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	0	0	6466	2179	5529	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.22	0.22	0.21	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.63	0.28	0.00	0.28	0.00	0.00	0.00
Volume/Cap:	0.00	0.73	0.00	0.00	0.35	0.35	0.73	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	0.0	12.1	0.0	0.0	8.1	8.1	30.8	0.0	29.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	0.0	0.0	8.1	8.1	30.8	0.0	29.1	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	17	0	0	5	5	11	0	8	0	0	0

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

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2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	12	Average Delay (sec/veh):	24.1
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	25	25	0	19	19	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	0 0	4 1	0	1 0	0 1	1	2 0	1 0	2
Volume Module:												
Base Vol:	475	1914	441	0	1424	93	27	0	179	618	125	674
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	1914	441	0	1424	93	27	0	179	618	125	674
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	1914	441	0	1424	93	27	0	179	618	125	674
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	475	1914	441	0	1424	93	27	0	179	618	125	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	1914	441	0	1424	93	27	0	179	618	125	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	475	1914	441	0	1424	93	27	0	179	618	125	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	0.88
Lanes:	1.00	4.00	1.00	0.00	4.69	0.31	1.00	0.00	2.00	2.00	1.00	2.00
Final Sat.:	1900	6916	1900	0	8115	530	1900	0	3800	3686	1900	3344
Capacity Analysis Module:												
Vol/Sat:	0.25	0.28	0.23	0.00	0.18	0.18	0.01	0.00	0.05	0.17	0.07	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.34	0.57	0.57	0.00	0.24	0.24	0.07	0.00	0.07	0.23	0.23	0.00
Volume/Cap:	0.74	0.48	0.40	0.00	0.74	0.74	0.21	0.00	0.70	0.74	0.29	0.00
Delay/Veh:	31.0	11.4	10.9	0.0	33.3	33.3	40.5	0.0	49.5	36.0	29.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	11.4	10.9	0.0	33.3	33.3	40.5	0.0	49.5	36.0	29.2	0.0
LOS by Move:	C	B	B	A	C	C	D	A	D	D	C	A
HCM2kAvgQ:	11	8	6	0	10	10	1	0	4	10	3	0

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

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Year 2035 AM With Future Network
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	5 0	1	2 0	4 0	1	2 0	3 1	0
Volume Module:												
Base Vol:	518	783	262	193	1616	491	205	542	516	635	1392	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:	518	783	262	193	1616	491	205	542	516	635	1392	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	783	262	193	1616	491	205	542	516	635	1392	79
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	783	0	193	1616	0	205	542	0	635	1392	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	5.00	1.00	2.00	4.00	1.00	2.00	3.79	0.21
Final Sat.:	2880	4800	1600	2880	8000	1600	2880	6400	1600	2880	6056	344
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.00	0.07	0.20	0.00	0.07	0.08	0.00	0.22	0.23	0.23
Crit Moves:	****				****		****				****	

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	14.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0	0	0 0 1	0	0	1 0	0	0 1	0 0 0	0	0
Volume Module:												
Base Vol:	0	9	0	0	23	0	435	0	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:	0	9	0	0	23	0	435	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	9	0	0	23	0	435	0	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:	0	9	0	0	23	0	435	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	9	0	0	23	0	435	0	18	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	9	0	0	23	0	435	0	18	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	657	0	0	660	0	706	0	924	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.01	xxxx	xxxx	0.03	xxxx	0.62	xxxx	0.02	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	8.1	0.0	0.0	8.2	0.0	15.5	0.0	6.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	8.2	0.0	15.5	0.0	6.7	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	C	*	A	*	*	*
ApproachDel:		8.1			8.2			15.2			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		8.1			8.2			15.2			xxxxxx	
LOS by Appr:		A			A			C			*	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 14.4 Worst Case Level Of Service: C[16.0]

Street Name:	San Gabriel River Pkwy									I-605 SB On-Ramp								
Approach:	North Bound					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	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	250		37		125	606			0	0		0		0	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	250		37		125	606			0	0		0		0	0		0		0
Added Vol:	0	0		0		0	0			0	0		0		0	0		0		0
PasserByVol:	0	0		0		0	0			0	0		0		0	0		0		0
Initial Fut:	0	250		37		125	606			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
PHF Adj:	1.00	1.00		1.00		1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	250		37		125	606			0	0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0			0	0		0		0	0		0		0
FinalVolume:	0	250		37		125	606			0	0		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1	6.5			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	0		0		125	0			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	900		1091		854	900			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	900		1091		648	900			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	0.28		0.03		0.19	0.67			xxxx	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	1.1		0.1		0.7	4.9			xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	10.5		8.4		11.9	16.8			xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	B		A		B	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:		10.3					16.0						xxxxxx					xxxxxx		
ApproachLOS:		B					C						*					*		

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	16.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	16	0	240	164	309	5	0	10	32	387	15	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	0	240	164	309	5	0	10	32	387	15	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	240	164	309	5	0	10	32	387	15	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:	16	0	0	164	309	5	0	10	32	387	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	0	164	309	5	0	10	32	387	15	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
FinalVolume:	16	0	0	164	309	5	0	10	32	387	15	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.98	0.02	0.00	1.00	1.00	0.96	0.04	0.00
Final Sat.:	477	0	567	553	591	10	0	527	589	567	22	0
Capacity Analysis Module:												
Vol/Sat:	0.03	xxxx	0.00	0.30	0.52	0.52	xxxx	0.02	0.05	0.68	0.68	xxxx
Crit Moves:	****				****				****		****	
Delay/Veh:	9.9	0.0	0.0	11.6	14.5	14.5	0.0	9.2	8.7	20.4	20.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	0.0	11.6	14.5	14.5	0.0	9.2	8.7	20.4	20.4	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:	9.9			13.5			8.8			20.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.9			13.5			8.8			20.4		
LOS by Appr:	A			B			A			C		
AllWayAvgQ:	0.0	0.0	0.0	0.4	1.0	1.0	0.0	0.0	0.0	1.9	1.9	1.9

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

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[191.7]

Street Name:	I-605 SB Off-Ramp									Valley Blvd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	- R	L	-	T	-	R	L	-	T	- R
Control:	Stop Sign					Stop Sign				Uncontrolled					Uncontrolled			
Rights:	Ignore					Include				Ignore					Include			
Lanes:	1	0	0	0	1	0	0	0	0 0	0	0	3	0	1	0	0	3	0 0
Volume Module:																		
Base Vol:	48	0	1216			0	0	0		0	1400	141			0	1675	0	
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00	
Initial Bse:	48	0	1216			0	0	0		0	1400	141			0	1675	0	
Added Vol:	0	0	0			0	0	0		0	0	0			0	0	0	
PasserByVol:	0	0	0			0	0	0		0	0	0			0	0	0	
Initial Fut:	48	0	1216			0	0	0		0	1400	141			0	1675	0	
User Adj:	1.00	1.00	0.00			1.00	1.00	1.00		1.00	1.00	0.00			1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00			1.00	1.00	1.00		1.00	1.00	0.00			1.00	1.00	1.00	
PHF Volume:	48	0	0			0	0	0		0	1400	0			0	1675	0	
Reduct Vol:	0	0	0			0	0	0		0	0	0			0	0	0	
FinalVolume:	48	0	0			0	0	0		0	1400	0			0	1675	0	
Critical Gap Module:																		
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	1958	xxxx	467	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	57	xxxx	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	57	xxxx	548	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.84	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
2Way95thQ:	3.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	191.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	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:	191.7			xxxxxx			xxxxxx			xxxxxx								
ApproachLOS:	F			*			*			*								

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[10.4]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	518	65	394	291	0	0	0	0	0	0	836
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	518	65	394	291	0	0	0	0	0	0	836
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	518	65	394	291	0	0	0	0	0	0	836
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	518	0	394	291	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	518	0	394	291	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	518	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	518
Potent Cap.:	xxxx	xxxx	xxxxx	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	562
Move Cap.:	xxxx	xxxx	xxxxx	1058	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	562
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.4	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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	26.3
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	371	732	291	62	514	375	0	0	0	52	951	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	732	291	62	514	375	0	0	0	52	951	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	732	291	62	514	375	0	0	0	52	951	258
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	732	291	62	514	0	0	0	0	52	951	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	732	291	62	514	0	0	0	0	52	951	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	371	732	291	62	514	0	0	0	0	52	951	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.10	1.90	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	187	3423	1900
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.15	0.03	0.14	0.00	0.00	0.00	0.00	0.28	0.28	0.14
Crit Moves:	****				****					****		
Green/Cycle:	0.27	0.37	0.37	0.10	0.20	0.00	0.00	0.00	0.00	0.39	0.39	0.49
Volume/Cap:	0.71	0.54	0.41	0.32	0.71	0.00	0.00	0.00	0.00	0.71	0.71	0.28
Delay/Veh:	33.9	22.6	21.2	38.5	36.8	0.0	0.0	0.0	0.0	24.8	24.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	22.6	21.2	38.5	36.8	0.0	0.0	0.0	0.0	24.8	24.8	13.5
LOS by Move:	C	C	C	D	D	A	A	A	A	C	C	B
HCM2kAvgQ:	11	9	6	2	8	0	0	0	0	12	12	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	8	Average Delay (sec/veh):	7.6
Optimal Cycle:	27	Level Of Service:	A

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	191	0	18	0	0	0	0	362	0	0	1045	0
Growth Adj:	1.00	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	0	18	0	0	0	0	362	0	0	1045	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	0	18	0	0	0	0	362	0	0	1045	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	18	0	0	0	0	362	0	0	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	0	18	0	0	0	0	362	0	0	1045	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	0	18	0	0	0	0	362	0	0	1045	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.84	0.00	0.16	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3499	0	301	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.29	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00
Volume/Cap:	0.35	0.00	0.38	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.38	0.00
Delay/Veh:	34.3	0.0	34.6	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	0.0	34.6	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.9	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	1	0	0	5	0

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Average Delay (sec/veh): 602.7 Worst Case Level Of Service: F[4225.9]

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
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	0 0	0	1 0	1! 0	0	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	1054	0	15	0	173	0	0	34	0
Growth Adj:	1.00	1.00	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	1054	0	15	0	173	0	0	34	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1054	0	15	0	173	0	0	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1054	0	15	0	173	0	0	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1054	0	15	0	173	0	0	34	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	2116	xxxxx	xxxx	2123	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	51	xxxxx	xxxx	51	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	18	xxxxx	xxxx	18	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.64	xxxx	xxxx	xxxx	9.48	xxxx	xxxx	1.88	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	4.7	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	4226	xxxxx	xxxxx	860	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			4225.9			859.5		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	8	Average Delay (sec/veh):	16.6
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	33	1612	621	0	1750	0	0	0	3	315	0	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1612	621	0	1750	0	0	0	3	315	0	618
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1612	621	0	1750	0	0	0	3	315	0	618
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:	33	1612	0	0	1750	0	0	0	3	315	0	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1612	0	0	1750	0	0	0	3	315	0	618
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
FinalVolume:	33	1612	0	0	1750	0	0	0	3	315	0	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.33
Crit Moves:		****		****			****					****
Green/Cycle:	0.53	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.38	0.00	0.77
Volume/Cap:	0.03	0.85	0.00	0.00	0.64	0.00	0.00	0.00	xxxx	0.43	0.00	0.42
Delay/Veh:	10.3	21.9	0.0	0.0	15.7	0.0	0.0	0.0	0.0	20.9	0.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	21.9	0.0	0.0	15.7	0.0	0.0	0.0	0.0	20.9	0.0	3.8
LOS by Move:	B	C	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	23	0	0	13	0	0	0	0	7	0	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Nogales St at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	8	Average Delay (sec/veh):	17.2
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1293	468	0	1093	285	511	0	209	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	1293	468	0	1093	285	511	0	209	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1293	468	0	1093	285	511	0	209	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1293	0	0	1093	0	511	0	209	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1293	0	0	1093	0	511	0	209	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1293	0	0	1093	0	511	0	209	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2945	0	855	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.21	0.00	0.17	0.00	0.24	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.46	0.00	0.00	0.46	0.00	0.45	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.00	0.54	0.00	0.00	0.46	0.00	0.38	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	0.0	17.7	0.0	0.0	16.8	0.0	16.5	0.0	18.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	17.7	0.0	0.0	16.8	0.0	16.5	0.0	18.4	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	B	A	A	A
HCM2kAvgQ:	0	10	0	0	7	0	6	0	10	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	8	Average Delay (sec/veh):	22.3
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1665	138	0	1025	176	0	0	0	352	0	902
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1665	138	0	1025	176	0	0	0	352	0	902
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1665	138	0	1025	176	0	0	0	352	0	902
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1665	0	0	1025	0	0	0	0	352	0	902
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1665	0	0	1025	0	0	0	0	352	0	902
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1665	0	0	1025	0	0	0	0	352	0	902
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.44	0.00	1.56
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	833	0	2967
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.42	0.00	0.30
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.39	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Volume/Cap:	0.00	0.82	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.82	0.00	0.59
Delay/Veh:	0.0	27.1	0.0	0.0	20.8	0.0	0.0	0.0	0.0	21.6	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.1	0.0	0.0	20.8	0.0	0.0	0.0	0.0	21.6	0.0	15.5
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	B
HCM2kAvgQ:	0	16	0	0	8	0	0	0	0	21	0	11

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	110	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	16	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
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
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	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 Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	12	Average Delay (sec/veh):	24.0
Optimal Cycle:	53	Level Of Service:	C

Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	0	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	104	898	0	0	665	235	0	0	0	334	0	558
Growth Adj:	1.00	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	898	0	0	665	235	0	0	0	334	0	558
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	898	0	0	665	235	0	0	0	334	0	558
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	898	0	0	665	235	0	0	0	334	0	558
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	898	0	0	665	235	0	0	0	334	0	558
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	898	0	0	665	235	0	0	0	334	0	558
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.54	0.00	1.46
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1035	0	2765
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.00	0.00	0.18	0.12	0.00	0.00	0.00	0.32	0.00	0.20
Crit Moves:		****		****						****		
Green/Cycle:	0.10	0.38	0.00	0.00	0.28	0.28	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.28	0.66	0.00	0.00	0.66	0.45	0.00	0.00	0.00	0.66	0.00	0.41
Delay/Veh:	37.9	24.4	0.0	0.0	30.5	27.4	0.0	0.0	0.0	18.5	0.0	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	24.4	0.0	0.0	30.5	27.4	0.0	0.0	0.0	18.5	0.0	14.8
LOS by Move:	D	C	A	A	C	C	A	A	A	B	A	B
HCM2kAvgQ:	2	12	0	0	10	6	0	0	0	13	0	7

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

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #45 Lemon Avenue at SR-60 WB On-Ramp

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.279
Loss Time (sec):	8	Average Delay (sec/veh):	3.1
Optimal Cycle:	23	Level Of Service:	A

****

Street Name:	Lemon Avenue						SR-60 WB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	0	6	6	0	0	0	0	0	0
Y+R:	4.0	4.0	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	3 0	1	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	75	948	0	0	1103	150	0	0	0	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:	75	948	0	0	1103	150	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	948	0	0	1103	150	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:	75	948	0	0	1103	150	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	948	0	0	1103	150	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	948	0	0	1103	150	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.00	0.21	0.09	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.15	0.91	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.28	0.29	0.00	0.00	0.28	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	34.6	0.5	0.0	0.0	3.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	0.5	0.0	0.0	3.3	2.9	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	3	1	0	0	0	0	0	0

****

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

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Intersection #46 Lemon Avenue at SR-60 EBRamps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.038
Loss Time (sec):	8	Average Delay (sec/veh):	44.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Lemon Avenue						SR-60 EBRamps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	6	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	723	838	250	853	0	300	0	1049	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	723	838	250	853	0	300	0	1049	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	723	838	250	853	0	300	0	1049	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	723	838	250	853	0	300	0	1049	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	723	838	250	853	0	300	0	1049	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	723	838	250	853	0	300	0	1049	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	0.87	1.00	0.87	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	0	3610	1615	3502	3610	0	2028	0	2949	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.52	0.07	0.24	0.00	0.15	0.00	0.36	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.50	0.50	0.07	0.57	0.00	0.34	0.00	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	1.04	1.04	0.42	0.00	0.43	0.00	1.04	0.00	0.00	0.00
Delay/Veh:	0.0	14.2	64.5	110.2	11.1	0.0	22.9	0.0	65.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.2	64.5	110.2	11.1	0.0	22.9	0.0	65.0	0.0	0.0	0.0
LOS by Move:	A	B	E	F	B	A	C	A	E	A	A	A
HCM2kAvgQ:	0	7	33	8	7	0	5	0	25	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Rose Hills Rd at Shepherd St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	12	Average Delay (sec/veh):	20.0
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Rose Hills Rd						Shepherd 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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	10	10	10	16	16	16	6	6	6	0	0	0
Y+R:	4.0	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 0	0 0	0	0 1	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	64	33	264	0	0	0	161	289	5	0	331	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:	64	33	264	0	0	0	161	289	5	0	331	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	264	0	0	0	161	289	5	0	331	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:	64	33	264	0	0	0	161	289	5	0	331	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	264	0	0	0	161	289	5	0	331	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:	64	33	264	0	0	0	161	289	5	0	331	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.66	0.34	1.00	0.00	0.00	0.00	0.71	1.27	0.02	0.00	1.00	1.00
Final Sat.:	1254	646	1900	0	0	0	1277	2293	40	0	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.14	0.00	0.00	0.00	0.13	0.13	0.13	0.00	0.17	0.09
Crit Moves:		****						****			****	
Green/Cycle:	0.13	0.13	0.56	0.00	0.00	0.00	0.31	0.31	0.31	0.00	0.43	0.43
Volume/Cap:	0.41	0.41	0.25	0.00	0.00	0.00	0.41	0.41	0.41	0.00	0.41	0.21
Delay/Veh:	37.4	37.4	10.4	0.0	0.0	0.0	24.7	24.7	24.7	0.0	18.0	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	37.4	10.4	0.0	0.0	0.0	24.7	24.7	24.7	0.0	18.0	16.2
LOS by Move:	D	D	B	A	A	A	C	C	C	A	B	B
HCM2kAvgQ:	3	3	4	0	0	0	5	5	5	0	6	3

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Peck Rd at Rooks Rd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.261
Loss Time (sec):	8	Average Delay (sec/veh):	12.8
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Peck Rd						Rooks Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	22	22	22	22	22	22	22	22	22
Y+R:	4.0	4.0	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	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	169	32	163	143	34	95	64	476	39	29	772	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	32	163	143	34	95	64	476	39	29	772	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	32	163	143	34	95	64	476	39	29	772	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	32	163	143	34	95	64	476	39	29	772	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	32	163	143	34	95	64	476	39	29	772	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	32	163	143	34	95	64	476	39	29	772	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00	0.91	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1900	1805	1805	1900	1805	1805	1900	4794	393	1900	5187	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.09	0.08	0.02	0.05	0.03	0.10	0.10	0.02	0.15	0.15
Crit Moves:	****										****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.26	0.05	0.26	0.22	0.06	0.15	0.06	0.17	0.17	0.03	0.26	0.27
Delay/Veh:	21.7	19.9	21.7	21.3	19.9	20.7	8.6	9.3	9.3	8.4	9.8	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	19.9	21.7	21.3	19.9	20.7	8.6	9.3	9.3	8.4	9.8	9.9
LOS by Move:	C	B	C	C	B	C	A	A	A	A	A	A
HCM2kAvgQ:	3	1	3	3	1	2	1	2	2	0	4	4

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 I-605 NB Ramps at Pellissier Pl

Cycle (sec):	90	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	16	Average Delay (sec/veh):	30.3
Optimal Cycle:	60	Level Of Service:	C

Street Name:	I-605 NB Ramps						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	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	0 0	1!	0 0
Volume Module:												
Base Vol:	178	889	0	8	504	151	467	17	173	10	25	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	889	0	8	504	151	467	17	173	10	25	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	889	0	8	504	151	467	17	173	10	25	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:	178	889	0	8	504	151	467	17	173	10	25	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	889	0	8	504	151	467	17	173	10	25	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
FinalVolume:	178	889	0	8	504	151	467	17	173	10	25	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	1.54	0.46	0.96	0.04	1.00	0.27	0.68	0.05
Final Sat.:	1900	3610	0	1900	2778	832	1833	67	1900	514	1284	103
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.00	0.00	0.18	0.18	0.25	0.25	0.09	0.02	0.02	0.02
Crit Moves:		****		****			****			****		
Green/Cycle:	0.14	0.34	0.00	0.07	0.27	0.27	0.35	0.35	0.35	0.07	0.07	0.07
Volume/Cap:	0.68	0.73	0.00	0.06	0.68	0.68	0.73	0.73	0.26	0.29	0.29	0.29
Delay/Veh:	43.9	28.3	0.0	39.6	31.5	31.5	29.5	29.5	21.1	41.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	28.3	0.0	39.6	31.5	31.5	29.5	29.5	21.1	41.3	41.3	41.3
LOS by Move:	D	C	A	D	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	13	0	0	10	10	13	13	3	1	1	1

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Workman Mill Rd at Pellissier Pl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Workman Mill Rd						Pellissier Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	69	0	463	0	0	0	0	1328	66	153	531	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	0	463	0	0	0	0	1328	66	153	531	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	463	0	0	0	0	1328	66	153	531	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	0	463	0	0	0	0	1328	66	153	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	463	0	0	0	0	1328	66	153	531	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	0	463	0	0	0	0	1328	66	153	531	0
OvlAdjVol:			310									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3048	152	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.29	0.00	0.00	0.00	0.00	0.44	0.44	0.10	0.17	0.00
OvlAdjV/S:			0.19									
Crit Moves:			****					****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crossroad Pkwy at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	12	Average Delay (sec/veh):	21.7
Optimal Cycle:	33	Level Of Service:	C

Street Name:	Crossroad Pkwy						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Ignore			Include		
Min. Green:	6	6	6	6	6	6	6	6	6	6	13	13
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 1	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	207	552	206	214	0	477	65	87	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	207	552	206	214	0	477	65	87	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	207	552	206	214	0	477	65	87	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	207	0	206	214	0	477	65	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	207	0	206	214	0	477	65	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	207	0	206	214	0	477	65	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.76	0.24	1.00	0.00	0.00	0.00
Final Sat.:	0	3610	1900	1900	3610	0	3344	456	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.11	0.06	0.00	0.14	0.14	0.00	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.16	0.00	0.30	0.47	0.00	0.40	0.40	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.36	0.00	0.36	0.13	0.00	0.36	0.36	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	34.0	0.0	24.8	13.7	0.0	19.0	19.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.0	0.0	24.8	13.7	0.0	19.0	19.0	0.0	0.0	0.0	0.0
LOS by Move:	A	C	A	C	B	A	B	B	A	A	A	A
HCM2kAvgQ:	0	3	0	5	2	0	5	5	0	0	0	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Crossroad Pkwy S at Crossroad Pkwy N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Crossroad Pkwy S						Crossroad Pkwy N					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	330	0	476	0	0	0	0	260	206	320	174	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	476	0	0	0	0	260	206	320	174	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	476	0	0	0	0	260	206	320	174	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	476	0	0	0	0	260	206	320	174	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	476	0	0	0	0	260	206	320	174	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	0	476	0	0	0	0	260	206	320	174	0
OvlAdjVol:			156									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.12	0.88	1.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	1785	1415	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.30	0.00	0.00	0.00	0.00	0.15	0.15	0.20	0.05	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Durfee Ave at Garvey Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	16	Average Delay (sec/veh):	38.6
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Durfee Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	22	22	6	22	22	6	22	22	6	22	22
Y+R:	4.0	4.0	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:	59	663	304	114	472	154	312	472	120	307	232	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	663	304	114	472	154	312	472	120	307	232	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	663	304	114	472	154	312	472	120	307	232	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	663	304	114	472	154	312	472	120	307	232	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	663	304	114	472	154	312	472	120	307	232	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	663	304	114	472	154	312	472	120	307	232	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Lanes:	1.00	1.37	0.63	1.00	1.51	0.49	1.00	1.59	0.41	1.00	1.10	0.90
Final Sat.:	1900	2475	1135	1900	2722	888	1900	2878	732	1900	1985	1625
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.06	0.17	0.17	0.16	0.16	0.16	0.16	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.32	0.32	0.07	0.30	0.30	0.17	0.24	0.24	0.19	0.26	0.26
Volume/Cap:	0.37	0.85	0.85	0.85	0.57	0.57	0.94	0.67	0.67	0.85	0.45	0.45
Delay/Veh:	40.6	34.8	34.8	77.9	27.1	27.1	70.4	32.8	32.8	51.9	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	34.8	34.8	77.9	27.1	27.1	70.4	32.8	32.8	51.9	28.2	28.2
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	2	16	16	6	8	8	13	9	9	11	5	5

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	16	Average Delay (sec/veh):	80.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	0 0	1	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	83	602	466	68	0	391	734	2344	0	0	2503	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	602	466	68	0	391	734	2344	0	0	2503	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	602	466	68	0	391	734	2344	0	0	2503	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	602	466	68	0	391	734	2344	0	0	2503	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.12	0.88	1.00	1.00	0.00	1.00	2.00	3.00	0.00	0.00	3.74	0.26
Final Sat.:	230	1670	1900	1900	0	1900	3686	5187	0	0	6474	442
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.25	0.04	0.00	0.21	0.20	0.45	0.00	0.00	0.39	0.39
Crit Moves:		****		****			****				****	
Green/Cycle:	0.31	0.31	0.31	0.05	0.00	0.22	0.17	0.51	0.00	0.00	0.33	0.33
Volume/Cap:	1.16	1.16	0.79	0.72	0.00	0.93	1.16	0.89	0.00	0.00	1.16	1.16
Delay/Veh:	130.6	131	44.7	78.9	0.0	72.4	137.9	31.2	0.0	0.0	117	116.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.6	131	44.7	78.9	0.0	72.4	137.9	31.2	0.0	0.0	117	116.7
LOS by Move:	F	F	D	E	A	E	F	C	A	A	F	F
HCM2kAvgQ:	40	40	17	4	0	18	23	32	0	0	42	42

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Baldwin Park Ave at Amar Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Baldwin Park Av						Amar 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			Split Phase			Split Phase		
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:	0 0	1 1	0	1 0	2 0	0	0 0	0 0	0	1 0	0 0	2
Volume Module:												
Base Vol:	0	567	227	669	340	0	0	0	0	177	0	481
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	567	227	669	340	0	0	0	0	177	0	481
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	567	227	669	340	0	0	0	0	177	0	481
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	567	227	669	340	0	0	0	0	177	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	567	227	669	340	0	0	0	0	177	0	481
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	567	227	669	340	0	0	0	0	177	0	481
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.43	0.57	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	2.00
Final Sat.:	0	2285	915	1600	3200	0	0	0	0	1600	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.42	0.11	0.00	0.00	0.00	0.00	0.11	0.00	0.15
OvlAdjV/S:												0.00
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Rd at Valley Blvd [West]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	Workman Mill Rd						Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	3 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	293	0	424	0	0	0	0	2028	399	666	2025	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	0	424	0	0	0	0	2028	399	666	2025	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	0	424	0	0	0	0	2028	399	666	2025	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	0	424	0	0	0	0	2028	399	666	2025	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	424	0	0	0	0	2028	399	666	2025	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	0	424	0	0	0	0	2028	399	666	2025	0
OvlAdjVol:			54									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4800	1600	2880	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.27	0.00	0.00	0.00	0.00	0.42	0.25	0.23	0.42	0.00
OvlAdjV/S:			0.03									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Workman Mill Road at 3rd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Street Name:	Workman Mill Road						3rd Street					
Approach:	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	1 1	0	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	239	1218	9	106	531	459	863	33	169	3	19	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1218	9	106	531	459	863	33	169	3	19	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1218	9	106	531	459	863	33	169	3	19	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1218	9	106	531	459	863	33	169	3	19	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1218	9	106	531	459	863	33	169	3	19	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	1218	9	106	531	459	863	33	169	3	19	99
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.07	0.93	2.00	0.16	0.84	0.02	0.16	0.82
Final Sat.:	1600	3177	23	1600	1716	1484	3200	261	1339	40	251	1309
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.38	0.07	0.31	0.31	0.27	0.13	0.13	0.00	0.08	0.08
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.158
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	1 1	0	2 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1077	142	190	427	117	306	1786	183	97	1758	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1077	142	190	427	117	306	1786	183	97	1758	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	2.00	2.35	0.65	1.00	2.72	0.28	1.00	2.61	0.39
Final Sat.:	1600	2827	373	2880	3768	1032	1600	4354	446	1600	4184	616
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.38	0.07	0.11	0.11	0.19	0.41	0.41	0.06	0.42	0.42
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
Growth Adj:	1.00	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	1365	174	313	1136	270	641	1917	95	74	1609	393
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1365	174	313	1136	270	641	1917	95	74	1609	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.66	0.34	1.00	2.42	0.58	2.00	3.00	1.00	2.00	2.41	0.59
Final Sat.:	2880	4257	543	1600	3878	922	2880	4800	1600	2880	3858	942
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.20	0.29	0.29	0.22	0.40	0.06	0.03	0.42	0.42
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Valley Blvd at Old Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Valley Blvd						Old Valley 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			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:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	25	0	361	0	0	0	0	2164	5	93	1960	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	361	0	0	0	0	2164	5	93	1960	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	361	0	0	0	0	2164	5	93	1960	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	361	0	0	0	0	2164	5	93	1960	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	361	0	0	0	0	2164	5	93	1960	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	361	0	0	0	0	2164	5	93	1960	0
OvlAdjVol:			268									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4789	11	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.23	0.00	0.00	0.00	0.00	0.45	0.45	0.06	0.41	0.00
OvlAdjV/S:			0.17									
Crit Moves:			****					****		****		

Year 2035 PM With Future Network
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.285
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Include			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	80	170	356	778	329	617	562	1466	42	375	1467	634
Growth Adj:	1.00	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	170	356	778	329	617	562	1466	42	375	1467	634
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	170	356	778	329	617	562	1466	42	375	1467	634
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	356	778	329	617	562	1466	42	375	1467	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	170	356	778	329	617	562	1466	42	375	1467	634
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	170	356	778	329	617	562	1466	42	375	1467	634
OvlAdjVol:						305						202
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	3200	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.22	0.27	0.21	0.39	0.20	0.46	0.03	0.23	0.31	0.40
OvlAdjV/S:						0.19						0.13
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Azusa Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	8	Average Delay (sec/veh):	17.3
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Azusa Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ovl		
Min. Green:	16	16	16	16	16	16	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 1	0	0 0	4 0	1	1 1	0 1	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	1928	41	0	2155	382	454	254	452	0	0	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1928	41	0	2155	382	454	254	452	0	0	415
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1928	41	0	2155	382	454	254	452	0	0	415
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1928	41	0	2155	0	454	254	452	0	0	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1928	41	0	2155	0	454	254	452	0	0	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1928	41	0	2155	0	454	254	452	0	0	415
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Lanes:	0.00	3.92	0.08	0.00	4.00	1.00	1.28	0.72	1.00	0.00	0.00	1.00
Final Sat.:	0	6772	144	0	6916	1900	2315	1295	1805	0	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.00	0.31	0.00	0.20	0.20	0.25	0.00	0.00	0.22
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.51	0.51	0.00	0.51	0.00	0.41	0.41	0.41	0.00	0.00	0.41
Volume/Cap:	0.00	0.56	0.56	0.00	0.62	0.00	0.48	0.48	0.62	0.00	0.00	0.54
Delay/Veh:	0.0	15.6	15.6	0.0	16.3	0.0	19.9	19.9	21.8	0.0	0.0	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.6	15.6	0.0	16.3	0.0	19.9	19.9	21.8	0.0	0.0	21.1
LOS by Move:	A	B	B	A	B	A	B	B	C	A	A	C
HCM2kAvgQ:	0	10	10	0	12	0	8	8	11	0	0	9

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Azusa Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	8	Average Delay (sec/veh):	17.0
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Azusa Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	16	16	16	10	10	10	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2	1 1	0 0	3	0 1	0 0	0	0 0	1 0	1!	0 1
Volume Module:												
Base Vol:	0	1594	591	0	1815	1221	0	0	0	730	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1594	591	0	1815	1221	0	0	0	730	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1594	591	0	1815	1221	0	0	0	730	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1594	0	0	1815	0	0	0	0	730	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1594	0	0	1815	0	0	0	0	730	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1594	0	0	1815	0	0	0	0	730	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.59	0.00	1.41
Final Sat.:	0	5187	1729	0	5187	1900	0	0	0	3022	0	2678
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.24	0.00	0.19
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.54	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.57	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.51
Delay/Veh:	0.0	14.1	0.0	0.0	15.3	0.0	0.0	0.0	0.0	24.2	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	0.0	0.0	15.3	0.0	0.0	0.0	0.0	24.2	0.0	22.1
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	14	0	0	0	0	11	0	8

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	E

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	213	2011	193	74	1216	0	181	12	164	180	23	416
Growth Adj:	1.00	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	2011	193	74	1216	0	181	12	164	180	23	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	2011	193	74	1216	0	181	12	164	180	23	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2011	193	74	1216	0	181	12	164	180	23	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	2011	193	74	1216	0	181	12	164	180	23	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	2011	193	74	1216	0	181	12	164	180	23	416
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	4.00	0.00	1.88	0.12	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	6400	0	3001	199	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.12	0.05	0.19	0.00	0.06	0.06	0.10	0.11	0.01	0.26
Crit Moves:		****		****					****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Azusa Ave at Temple Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Azusa Ave						Temple 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			Prot+Permit		
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:	2 0	2 1	0	1 0	2 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	588	1831	338	78	1156	95	180	451	581	183	177	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:	588	1831	338	78	1156	95	180	451	581	183	177	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	1831	338	78	1156	95	180	451	581	183	177	81
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:	588	1831	338	78	1156	95	180	451	0	183	177	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1831	338	78	1156	95	180	451	0	183	177	81
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:	588	1831	338	78	1156	95	180	451	0	183	177	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.53	0.47	1.00	2.77	0.23	1.00	2.00	1.00	1.00	1.37	0.63
Final Sat.:	2880	4052	748	1600	4435	365	1600	3200	1600	1600	2195	1005
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.45	0.05	0.26	0.26	0.11	0.14	0.00	0.11	0.08	0.08
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Hurley St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Hurley St						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module:												
Base Vol:	0	0	0	404	0	20	123	2377	0	0	2030	563
Growth Adj:	1.00	1.00	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	404	0	20	123	2377	0	0	2030	563
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	404	0	20	123	2377	0	0	2030	563
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	404	0	20	123	2377	0	0	2030	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	404	0	20	123	2377	0	0	2030	563
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	404	0	20	123	2377	0	0	2030	563
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.35	0.65
Final Sat.:	0	0	0	2880	0	1600	1600	4800	0	0	3758	1042
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.01	0.08	0.50	0.00	0.00	0.54	0.54
Crit Moves:				****							****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Fullerton Rd at SR-60 EB Ramps

Cycle (sec):	120	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	12	Average Delay (sec/veh):	27.2
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Fullerton Rd						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	19	19	19	6	13	13	22	22	22	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	0	1 0	2 0	1	1 1	0 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1826	84	90	1594	660	314	27	457	62	0	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1826	84	90	1594	660	314	27	457	62	0	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1826	84	90	1594	660	314	27	457	62	0	114
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1826	84	90	1594	0	314	27	0	62	0	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1826	84	90	1594	0	314	27	0	62	0	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1826	84	90	1594	0	314	27	0	62	0	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Lanes:	0.00	1.91	0.09	1.00	2.00	1.00	1.84	0.16	1.00	2.00	0.00	1.00
Final Sat.:	0	3451	159	1900	3610	1900	3499	301	1900	3686	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.05	0.44	0.00	0.09	0.09	0.00	0.02	0.00	0.06
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.60	0.60	0.05	0.65	0.00	0.18	0.18	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.89	0.89	0.89	0.68	0.00	0.49	0.49	0.00	0.25	0.00	0.89
Delay/Veh:	0.0	25.8	25.8	111.6	14.1	0.0	44.5	44.5	0.0	53.6	0.0	102.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	25.8	111.6	14.1	0.0	44.5	44.5	0.0	53.6	0.0	102.7
LOS by Move:	A	C	C	F	B	A	D	D	A	D	A	F
HCM2kAvgQ:	0	35	35	6	20	0	6	6	0	1	0	7

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Fullerton Rd at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	8	Average Delay (sec/veh):	16.0
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Fullerton Rd						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	16	16	16	6	6	6	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	3 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module:												
Base Vol:	0	1310	543	0	2425	0	0	0	0	531	0	603
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1310	543	0	2425	0	0	0	0	531	0	603
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1310	543	0	2425	0	0	0	0	531	0	603
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:	0	1310	0	0	2425	0	0	0	0	531	0	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1310	0	0	2425	0	0	0	0	531	0	603
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
FinalVolume:	0	1310	0	0	2425	0	0	0	0	531	0	603
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	0	3610	1900	0	5187	0	0	0	0	2790	0	2910
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.00	0.47	0.00	0.00	0.00	0.00	0.19	0.00	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.28	0.00	0.28
Volume/Cap:	0.00	0.57	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.68	0.00	0.74
Delay/Veh:	0.0	10.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	30.0	0.0	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	30.0	0.0	31.4
LOS by Move:	A	A	A	A	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	11	0	0	18	0	0	0	0	10	0	11

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.141
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Fullerton Rd						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.87	0.13	1.00	1.00	0.58	0.42	1.00	3.00	1.00	1.00	2.95	0.05
Final Sat.:	2998	202	1600	1600	929	671	1600	4800	1600	1600	4722	78
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.32	0.03	0.09	0.09	0.04	0.37	0.44	0.19	0.37	0.37
Crit Moves:			****			****			****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Nogales St at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Nogales St						Valley 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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 0	0 0	1	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	398	0	189	198	1850	0	0	1625	547
Growth Adj:	1.00	1.00	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	398	0	189	198	1850	0	0	1625	547
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	398	0	189	198	1850	0	0	1625	547
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	398	0	189	198	1850	0	0	1625	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	398	0	189	198	1850	0	0	1625	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	398	0	189	198	1850	0	0	1625	547
OvlAdjVol:						79						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2880	0	1600	2880	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.12	0.07	0.39	0.00	0.00	0.34	0.34
OvlAdjV/S:						0.05						
Crit Moves:				****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Fairway Dr at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	8	Average Delay (sec/veh):	15.0
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Fairway Dr						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Include		
Min. Green:	6	6	6	13	13	13	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	0	0 0	2 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1139	0	0	1050	594	326	0	223	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	1139	0	0	1050	594	326	0	223	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1139	0	0	1050	594	326	0	223	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1139	0	0	1050	0	326	0	223	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1139	0	0	1050	0	326	0	223	0	0	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1139	0	0	1050	0	326	0	223	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	1.42	0.00	0.58	0.00	0.00	0.00
Final Sat.:	0	3610	0	0	3610	1900	2702	0	1098	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.29	0.00	0.12	0.00	0.20	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.00	0.55	0.00	0.00	0.55	0.00	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.00	0.00	0.52	0.00	0.34	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	0.0	0.0	12.9	0.0	21.3	0.0	24.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	0.0	0.0	12.9	0.0	21.3	0.0	24.2	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	0	11	0	0	10	0	5	0	9	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Fairway Dr at SR-60 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	12	Average Delay (sec/veh):	27.2
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Fairway Dr						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	13	13	13	0	0	0	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	0 0	0 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	271	815	0	0	1328	597	0	0	0	313	0	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	815	0	0	1328	597	0	0	0	313	0	511
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	815	0	0	1328	597	0	0	0	313	0	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	815	0	0	1328	597	0	0	0	313	0	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	815	0	0	1328	597	0	0	0	313	0	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	815	0	0	1328	597	0	0	0	313	0	511
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1900	5187	0	0	5187	1900	0	0	0	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.26	0.31	0.00	0.00	0.00	0.16	0.00	0.27
Crit Moves:	****					****						****
Green/Cycle:	0.17	0.55	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.84	0.29	0.00	0.00	0.68	0.84	0.00	0.00	0.00	0.51	0.00	0.84
Delay/Veh:	53.3	11.1	0.0	0.0	24.6	34.2	0.0	0.0	0.0	25.6	0.0	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	11.1	0.0	0.0	24.6	34.2	0.0	0.0	0.0	25.6	0.0	38.3
LOS by Move:	D	B	A	A	C	C	A	A	A	C	A	D
HCM2kAvgQ:	10	4	0	0	12	18	0	0	0	7	0	16

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Fairway Dr at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Street Name:	Fairway Dr						Valley 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			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:	1 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	417	121	538	34	103	12	5	1976	288	487	1756	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:	417	121	538	34	103	12	5	1976	288	487	1756	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	121	538	34	103	12	5	1976	288	487	1756	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:	417	121	538	34	103	12	5	1976	288	487	1756	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	121	538	34	103	12	5	1976	288	487	1756	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:	417	121	538	34	103	12	5	1976	288	487	1756	41
OvlAdjVol:			267									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.55	0.45	1.00	1.00	0.90	0.10	1.00	3.00	1.00	2.00	2.93	0.07
Final Sat.:	2480	720	1600	1600	1433	167	1600	4800	1600	2880	4690	110
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.34	0.02	0.07	0.07	0.00	0.41	0.18	0.17	0.37	0.37
OvlAdjV/S:			0.17									
Crit Moves:		****				****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.063
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	112	711	188	142	626	204	207	1977	159	237	1490	233
Growth Adj:	1.00	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	711	188	142	626	204	207	1977	159	237	1490	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	711	188	142	626	204	207	1977	159	237	1490	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	711	188	142	626	204	207	1977	159	237	1490	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	711	188	142	626	204	207	1977	159	237	1490	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	711	188	142	626	204	207	1977	159	237	1490	233
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.78	0.22	1.00	2.59	0.41
Final Sat.:	1600	2531	669	1600	3200	1600	1600	4443	357	1600	4151	649
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.09	0.20	0.13	0.13	0.44	0.45	0.15	0.36	0.36
OvlAdjV/S:						0.00						
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Brea Canyon Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Brea Canyon Rd						Valley 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			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	0 0	2	0 0	0 0	0	0 0	2 1	0	2 0	3 0	0
Volume Module:												
Base Vol:	737	0	904	0	0	0	0	2110	296	412	1480	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	737	0	904	0	0	0	0	2110	296	412	1480	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	737	0	904	0	0	0	0	2110	296	412	1480	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	737	0	904	0	0	0	0	2110	296	412	1480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	737	0	904	0	0	0	0	2110	296	412	1480	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	737	0	904	0	0	0	0	2110	296	412	1480	0
OvlAdjVol:			446									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.63	0.37	2.00	3.00	0.00
Final Sat.:	2880	0	3200	0	0	0	0	4209	591	2880	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.28	0.00	0.00	0.00	0.00	0.50	0.50	0.14	0.31	0.00
OvlAdjV/S:			0.14									
Crit Moves:	****							****		****		

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Grand Ave at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	8	Average Delay (sec/veh):	9.0
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Grand Ave						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	25	25	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	4 0	0	0 0	3 1	1	3 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	2207	0	0	2605	851	546	0	205	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	2207	0	0	2605	851	546	0	205	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2207	0	0	2605	851	546	0	205	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2207	0	0	2605	851	546	0	205	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2207	0	0	2605	851	546	0	205	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2207	0	0	2605	851	546	0	205	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	4.00	0.00	0.00	3.77	1.23	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	6916	0	0	6516	2129	5529	0	1900	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.40	0.40	0.10	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.72	0.00	0.00	0.72	0.72	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.00	0.44	0.00	0.00	0.56	0.56	0.51	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	0.0	5.3	0.0	0.0	6.1	6.1	32.9	0.0	34.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.3	0.0	0.0	6.1	6.1	32.9	0.0	34.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	0	7	0	0	9	9	5	0	6	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Grand Ave at SR-60 WB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.017
Loss Time (sec):	12	Average Delay (sec/veh):	50.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Grand Ave						SR-60 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	6	25	25	0	19	19	6	6	6	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	4 0	1	0 0	4 1	0	1 0	0 1	1	2 0	1 0	2
Volume Module:												
Base Vol:	394	1288	411	0	2910	38	123	0	836	465	122	587
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	394	1288	411	0	2910	38	123	0	836	465	122	587
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1288	411	0	2910	38	123	0	836	465	122	587
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	394	1288	411	0	2910	38	123	0	836	465	122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1288	411	0	2910	38	123	0	836	465	122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	394	1288	411	0	2910	38	123	0	836	465	122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.97	1.00	0.88
Lanes:	1.00	4.00	1.00	0.00	4.94	0.06	1.00	0.00	2.00	2.00	1.00	2.00
Final Sat.:	1900	6916	1900	0	8534	111	1900	0	3800	3686	1900	3344
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.22	0.00	0.34	0.34	0.06	0.00	0.22	0.13	0.06	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.20	0.54	0.54	0.00	0.34	0.34	0.22	0.00	0.22	0.12	0.12	0.00
Volume/Cap:	1.02	0.35	0.40	0.00	1.02	1.02	0.30	0.00	1.02	1.02	0.52	0.00
Delay/Veh:	89.8	13.1	13.8	0.0	54.2	54.2	33.2	0.0	74.8	90.1	43.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	13.1	13.8	0.0	54.2	54.2	33.2	0.0	74.8	90.1	43.0	0.0
LOS by Move:	F	B	B	A	D	D	C	A	E	F	D	A
HCM2kAvgQ:	16	6	7	0	28	28	3	0	19	12	4	0

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.072
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	2 0	5 0	1	2 0	4 0	1	2 0	3 1	0
Volume Module:												
Base Vol:	745	1824	662	325	1390	317	750	1745	522	596	872	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:	745	1824	662	325	1390	317	750	1745	522	596	872	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	745	1824	662	325	1390	317	750	1745	522	596	872	200
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	1824	0	325	1390	0	750	1745	0	596	872	200
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	5.00	1.00	2.00	4.00	1.00	2.00	3.25	0.75
Final Sat.:	2880	4800	1600	2880	8000	1600	2880	6400	1600	2880	5206	1194
Capacity Analysis Module:												
Vol/Sat:	0.26	0.38	0.00	0.11	0.17	0.00	0.26	0.27	0.00	0.21	0.17	0.17
Crit Moves:		****		****				****		****		

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

Intersection #32 Shepard St at I-605 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0	Average Delay (sec/veh):	10.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Shepard St						I-605 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1 0	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	41	0	0	6	0	295	0	3	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	41	0	0	6	0	295	0	3	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	41	0	0	6	0	295	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	41	0	0	6	0	295	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	41	0	0	6	0	295	0	3	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	41	0	0	6	0	295	0	3	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	729	0	0	719	0	701	0	915	0	0	0
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.06	xxxx	xxxx	0.01	xxxx	0.42	xxxx	0.00	xxxx	xxxx	xxxx
Crit Moves:		****			****		****					
Delay/Veh:	0.0	7.9	0.0	0.0	7.8	0.0	11.4	0.0	6.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.9	0.0	0.0	7.8	0.0	11.4	0.0	6.6	0.0	0.0	0.0
LOS by Move:	*	A	*	*	A	*	B	*	A	*	*	*
ApproachDel:		7.9			7.8			11.4		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxx		
ApprAdjDel:		7.9			7.8			11.4		xxxxxx		
LOS by Appr:		A			A			B			*	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: B[14.4]

Street Name:	San Gabriel River Pkwy								I-605 SB On-Ramp							
Approach:	North Bound					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	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	0	375		43		232	402		0		0		0		0	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	375		43		232	402		0		0		0		0	0		0		0
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	375		43		232	402		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
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	375		43		232	402		0		0		0		0	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	375		43		232	402		0		0		0		0	0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5		6.2		7.1	6.5		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	4.0		3.3		3.5	4.0		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	0		0		188	0		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	900		1091		777	900		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx	900		1091		504	900		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	0.42		0.04		0.46	0.45		xxxx		xxxx		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	2.0		0.1		2.4	2.3		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	11.8		8.4		18.1	12.2		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	B		A		C	B		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:		11.5					14.4					xxxxxx					xxxxxx			
ApproachLOS:		B					B					*					*			

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

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

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	0	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	I-605 SB Off-Ramp						Rose Hills 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			Stop Sign			Stop Sign		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	1 0	0 1	0	0 0	1 0	1	0 1	0 0	0
Volume Module:												
Base Vol:	30	0	332	145	259	3	0	3	28	345	41	0
Growth Adj:	1.00	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	0	332	145	259	3	0	3	28	345	41	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	332	145	259	3	0	3	28	345	41	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:	30	0	0	145	259	3	0	3	28	345	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	0	145	259	3	0	3	28	345	41	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
FinalVolume:	30	0	0	145	259	3	0	3	28	345	41	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.99	0.01	0.00	1.00	1.00	0.89	0.11	0.00
Final Sat.:	495	0	593	558	599	7	0	543	608	539	64	0
Capacity Analysis Module:												
Vol/Sat:	0.06	xxxx	0.00	0.26	0.43	0.43	xxxx	0.01	0.05	0.64	0.64	xxxx
Crit Moves:	****					****			****	****		
Delay/Veh:	9.9	0.0	0.0	11.1	12.6	12.6	0.0	8.9	8.5	18.2	18.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	0.0	0.0	11.1	12.6	12.6	0.0	8.9	8.5	18.2	18.2	0.0
LOS by Move:	A	*	*	B	B	B	*	A	A	C	C	*
ApproachDel:		9.9			12.0			8.5			18.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			12.0			8.5			18.2	
LOS by Appr:		A			B			A			C	
AllWayAvgQ:	0.1	0.0	0.0	0.3	0.7	0.7	0.0	0.0	0.0	1.6	1.6	1.6

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

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

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Average Delay (sec/veh): 31.6 Worst Case Level Of Service: F[2025.4]

Street Name:	I-605 SB Off-Ramp						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Ignore			Include		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 3 0 1			0 0 3 0 0		
Volume Module:												
Base Vol:	64	0	1039	0	0	0	0	2206	228	0	1833	0
Growth Adj:	1.00	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	1039	0	0	0	0	2206	228	0	1833	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	0	1039	0	0	0	0	2206	228	0	1833	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	64	0	0	0	0	0	0	2206	0	0	1833	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	64	0	0	0	0	0	0	2206	0	0	1833	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2817	xxxx	735	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	15	xxxx	366	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	15	xxxx	366	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	4.35	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	8.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	2025	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	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:	2025.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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

Intersection #36 7th St at SR-60 EB Ramp

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: A[9.0]

Street Name:	7th St						SR-60 EB Ramp					
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:	Ignore			Include			Include			Ignore		
Lanes:	0 0	1 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	1
Volume Module:												
Base Vol:	0	312	46	364	897	0	0	0	0	0	0	1132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	312	46	364	897	0	0	0	0	0	0	1132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	312	46	364	897	0	0	0	0	0	0	1132
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	312	0	364	897	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	312	0	364	897	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	312	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	312
Potent Cap.:	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	733
Move Cap.:	xxxx	xxxx	xxxxx	1260	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	733
Volume/Cap:	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	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
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 7th St at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	24.2
Optimal Cycle:	62	Level Of Service:	C

Street Name:	7th St						SR-60 WB On-Ramp					
Approach:	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			Ignore			Include			Ovl		
Min. Green:	6	22	22	6	13	13	0	0	0	22	22	22
Y+R:	4.0	4.0	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	0 0	0 0	0	0 1	1 0	1
Volume Module:												
Base Vol:	155	783	472	177	512	663	0	0	0	125	604	534
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	783	472	177	512	663	0	0	0	125	604	534
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	783	472	177	512	663	0	0	0	125	604	534
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	783	472	177	512	0	0	0	0	125	604	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	783	472	177	512	0	0	0	0	125	604	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	783	472	177	512	0	0	0	0	125	604	534
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	0.00	0.34	1.66	1.00
Final Sat.:	1900	3610	1900	1900	3610	1900	0	0	0	619	2991	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.25	0.09	0.14	0.00	0.00	0.00	0.00	0.20	0.20	0.28
Crit Moves:			****	****							****	
Green/Cycle:	0.20	0.40	0.40	0.15	0.35	0.00	0.00	0.00	0.00	0.32	0.32	0.47
Volume/Cap:	0.41	0.55	0.63	0.63	0.41	0.00	0.00	0.00	0.00	0.63	0.63	0.60
Delay/Veh:	32.4	21.4	23.5	40.4	22.5	0.0	0.0	0.0	0.0	27.0	27.0	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	21.4	23.5	40.4	22.5	0.0	0.0	0.0	0.0	27.0	27.0	18.7
LOS by Move:	C	C	C	D	C	A	A	A	A	C	C	B
HCM2kAvgQ:	4	9	11	6	6	0	0	0	0	9	9	11

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 SR-60 WB Off-Ramp at Gale Ave

Cycle (sec):	90	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	8	Average Delay (sec/veh):	16.6
Optimal Cycle:	29	Level Of Service:	B

Street Name:	SR-60 WB Off-Ramp						Gale 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	0	6	0	0	0	0	13	0	0	6	0
Y+R:	4.0	4.0	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	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	567	0	91	0	0	0	0	709	0	0	720	0
Growth Adj:	1.00	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	0	91	0	0	0	0	709	0	0	720	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	0	91	0	0	0	0	709	0	0	720	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	567	0	91	0	0	0	0	709	0	0	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	0	91	0	0	0	0	709	0	0	720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	0	91	0	0	0	0	709	0	0	720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Lanes:	1.76	0.00	0.24	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	3338	0	462	0	0	0	0	3610	0	0	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.20	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.20	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.46	0.00
Volume/Cap:	0.38	0.00	0.44	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.44	0.00
Delay/Veh:	16.4	0.0	17.0	0.0	0.0	0.0	0.0	16.6	0.0	0.0	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	0.0	17.0	0.0	0.0	0.0	0.0	16.6	0.0	0.0	16.7	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	7	0	0	0	0	7	0	0	7	0

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

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

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

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

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
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 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	1639	0	68	0	142	0	0	93	0
Growth Adj:	1.00	1.00	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	1639	0	68	0	142	0	0	93	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1639	0	68	0	142	0	0	93	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1639	0	68	0	142	0	0	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1639	0	68	0	142	0	0	93	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	6.5	xxxxx	xxxxx	6.5	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	4.0	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	3312	xxxxx	xxxx	3346	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	9	xxxxx	xxxx	8	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	1636	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	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			+Inf			+Inf		
ApproachLOS:	*			*			F			F		

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	8	Average Delay (sec/veh):	94.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	15	1593	595	0	2367	0	0	0	10	654	0	448
Growth Adj:	1.00	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	1593	595	0	2367	0	0	0	10	654	0	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1593	595	0	2367	0	0	0	10	654	0	448
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:	15	1593	0	0	2367	0	0	0	10	654	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1593	0	0	2367	0	0	0	10	654	0	448
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
FinalVolume:	15	1593	0	0	2367	0	0	0	10	654	0	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.00	0.00	0.46	0.00	0.00	0.00	0.01	0.34	0.00	0.24
Crit Moves:					****		****			****		
Green/Cycle:	0.33	0.33	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.26	0.00	0.51
Volume/Cap:	0.02	1.34	0.00	0.00	0.68	0.00	0.00	0.00	xxxx	1.34	0.00	0.46
Delay/Veh:	24.9	195	0.0	0.0	11.6	0.0	0.0	0.0	0.0	206.9	0.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	195	0.0	0.0	11.6	0.0	0.0	0.0	0.0	206.9	0.0	17.3
LOS by Move:	C	F	A	A	B	A	A	A	A	F	A	B
HCM2kAvgQ:	0	56	0	0	18	0	0	0	0	44	0	10

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Nogales St at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	8	Average Delay (sec/veh):	17.3
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Nogales St						SR-60 EB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	6	6	0	13	13	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1353	371	0	1853	508	335	0	360	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	1353	371	0	1853	508	335	0	360	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1353	371	0	1853	508	335	0	360	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1353	0	0	1853	0	335	0	360	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1353	0	0	1853	0	335	0	360	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1353	0	0	1853	0	335	0	360	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.32	0.00	0.68	0.00	0.00	0.00
Final Sat.:	0	5187	1900	0	5187	1900	2503	0	1297	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.36	0.00	0.13	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.00	0.51	0.00	0.00	0.51	0.00	0.40	0.00	0.40	0.00	0.00	0.00
Volume/Cap:	0.00	0.51	0.00	0.00	0.70	0.00	0.34	0.00	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	14.6	0.0	0.0	17.5	0.0	18.9	0.0	24.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.6	0.0	0.0	17.5	0.0	18.9	0.0	24.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	C	A	A	A
HCM2kAvgQ:	0	9	0	0	13	0	5	0	13	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Nogales St at SR-60 WB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	8	Average Delay (sec/veh):	23.5
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Nogales St						SR-60 WB Ramp					
Approach:	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:	Ignore			Ignore			Include			Include		
Min. Green:	0	13	13	0	6	6	0	0	0	6	0	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	3 0	1	0 0	3 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	0	1447	238	0	1871	501	0	0	0	482	0	624
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1447	238	0	1871	501	0	0	0	482	0	624
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1447	238	0	1871	501	0	0	0	482	0	624
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1447	0	0	1871	0	0	0	0	482	0	624
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1447	0	0	1871	0	0	0	0	482	0	624
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1447	0	0	1871	0	0	0	0	482	0	624
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.61	0.00	1.39
Final Sat.:	0	5187	1900	0	5187	1900	0	0	0	1153	0	2647
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.42	0.00	0.24
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.42	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.66	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.00	0.48
Delay/Veh:	0.0	21.6	0.0	0.0	27.0	0.0	0.0	0.0	0.0	25.9	0.0	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.6	0.0	0.0	27.0	0.0	0.0	0.0	0.0	25.9	0.0	15.5
LOS by Move:	A	C	A	A	C	A	A	A	A	C	A	B
HCM2kAvgQ:	0	12	0	0	20	0	0	0	0	22	0	8

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 SR-60 EB Ramp at Golden Spring

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	16	Average Delay (sec/veh):	0.0
Optimal Cycle:	0	Level Of Service:	

Street Name:	SR-60 EB Ramp						Golden Spring					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	6	6	6	6	16	16	6	19	19
Y+R:	4.0	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	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
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
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	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 Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #44 SR-60 WB Ramp at Brea Canyon Rd

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	12	Average Delay (sec/veh):	19.3
Optimal Cycle:	48	Level Of Service:	B

****

Street Name:	SR-60 WB Ramp						Brea Canyon 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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	13	13	0	13	13	0	0	0	6	0	6
Y+R:	4.0	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	0	0 0	2 0	1	0 0	0 0	0	0 0	1! 0	1
Volume Module:												
Base Vol:	186	829	0	0	1029	480	0	0	0	207	0	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	829	0	0	1029	480	0	0	0	207	0	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	829	0	0	1029	480	0	0	0	207	0	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	829	0	0	1029	480	0	0	0	207	0	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	829	0	0	1029	480	0	0	0	207	0	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	829	0	0	1029	480	0	0	0	207	0	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.57	0.00	1.43
Final Sat.:	3686	3610	0	0	3610	1900	0	0	0	1076	0	2724
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.00	0.29	0.25	0.00	0.00	0.00	0.19	0.00	0.12
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.55	0.00	0.00	0.47	0.47	0.00	0.00	0.00	0.32	0.00	0.32
Volume/Cap:	0.61	0.42	0.00	0.00	0.61	0.54	0.00	0.00	0.00	0.61	0.00	0.37
Delay/Veh:	43.4	11.9	0.0	0.0	18.5	17.7	0.0	0.0	0.0	27.4	0.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	11.9	0.0	0.0	18.5	17.7	0.0	0.0	0.0	27.4	0.0	24.0
LOS by Move:	D	B	A	A	B	B	A	A	A	C	A	C
HCM2kAvgQ:	4	7	0	0	12	10	0	0	0	9	0	5

****

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Lemon Avenue at SR-60 WB On-Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.307
Loss Time (sec):	8	Average Delay (sec/veh):	4.7
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Lemon Avenue						SR-60 WB On-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	6	6	6	6	0	0	0	0	0	0
Y+R:	4.0	4.0	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	3 0	1	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	100	1011	0	0	847	175	0	0	0	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:	100	1011	0	0	847	175	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	1011	0	0	847	175	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:	100	1011	0	0	847	175	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1011	0	0	847	175	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1011	0	0	847	175	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.00	0.00	0.16	0.11	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.26	0.91	0.00	0.00	0.65	0.65	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.21	0.31	0.00	0.00	0.25	0.17	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	26.0	0.5	0.0	0.0	6.7	6.4	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.5	0.0	0.0	6.7	6.4	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	0	4	2	0	0	0	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Lemon Avenue at SR-60 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	8	Average Delay (sec/veh):	20.8
Optimal Cycle:	79	Level Of Service:	C

Street Name:	Lemon Avenue						SR-60 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	6	6	6	6	6	6	6	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	0	961	921	350	497	0	150	0	314	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	961	921	350	497	0	150	0	314	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	961	921	350	497	0	150	0	314	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	961	921	350	497	0	150	0	314	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	961	921	350	497	0	150	0	314	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	961	921	350	497	0	150	0	314	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.85	0.92	0.95	1.00	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.32	0.00	1.68	0.00	0.00	0.00
Final Sat.:	0	3610	1615	3502	3610	0	2222	0	2815	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.57	0.10	0.14	0.00	0.07	0.00	0.11	0.00	0.00	0.00
Crit Moves:			****	****					****			
Green/Cycle:	0.00	0.66	0.66	0.12	0.78	0.00	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.86	0.86	0.18	0.00	0.52	0.00	0.86	0.00	0.00	0.00
Delay/Veh:	0.0	7.0	18.8	55.4	2.5	0.0	37.1	0.0	51.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.0	18.8	55.4	2.5	0.0	37.1	0.0	51.3	0.0	0.0	0.0
LOS by Move:	A	A	B	E	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	6	23	8	2	0	4	0	8	0	0	0

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

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APPENDIX C-VII

YEAR 2035 GENERAL PLAN BUILDOUT WITH PROGRAMMED IMPROVEMENTS WITH RECOMMENDED IMPROVEMENTS TRAFFIC CONDITIONS

Year 2035 AM With Future Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	16	Average Delay (sec/veh):	46.8
Optimal Cycle:	116	Level Of Service:	D

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	1	1 0	0 0	2	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	145	430	423	48	0	743	470	2122	0	0	2493	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	430	423	48	0	743	470	2122	0	0	2493	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	430	423	48	0	743	470	2122	0	0	2493	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	430	423	48	0	743	470	2122	0	0	2493	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	430	423	48	0	743	470	2122	0	0	2493	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.50	1.50	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.85	0.15
Final Sat.:	910	2700	1900	1900	0	3344	3686	5187	0	0	6665	251
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.22	0.03	0.00	0.22	0.13	0.41	0.00	0.00	0.37	0.37
Crit Moves:		****				****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.10	0.00	0.23	0.13	0.51	0.00	0.00	0.38	0.38
Volume/Cap:	0.62	0.62	0.87	0.26	0.00	0.98	0.98	0.80	0.00	0.00	0.98	0.98
Delay/Veh:	40.9	40.9	58.5	50.9	0.0	72.5	86.5	25.7	0.0	0.0	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	40.9	58.5	50.9	0.0	72.5	86.5	25.7	0.0	0.0	48.7	48.7
LOS by Move:	D	D	E	D	A	E	F	C	A	A	D	D
HCM2kAvgQ:	10	10	18	2	0	21	13	25	0	0	32	32

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

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Year 2035 AM With Future Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	167	302	60	233	629	210	88	1485	213	140	1747	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	302	60	233	629	210	88	1485	213	140	1747	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	302	60	233	629	210	88	1485	213	140	1747	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	302	60	233	629	210	88	1485	213	140	1747	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	302	60	233	629	210	88	1485	213	140	1747	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.50	0.50	2.00	2.25	0.75	1.00	2.62	0.38	1.00	3.00	1.00
Final Sat.:	1600	4004	796	2880	3599	1201	1600	4198	602	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.08	0.17	0.17	0.06	0.35	0.35	0.09	0.36	0.13
Crit Moves:	****				****			****		****		

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Year 2035 AM With Future Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	E

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	3 1	0	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
Growth Adj:	1.00	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	1046	220	250	1568	250	262	1091	199	468	1789	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1046	220	250	1568	250	262	1091	199	468	1789	202
OvlAdjVol:									56			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	5288	1112	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.09	0.33	0.16	0.09	0.23	0.12	0.16	0.37	0.13
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****				****	

Year 2035 AM With Future Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	55	258	159	429	134	692	738	752	25	99	1084	612
Growth Adj:	1.00	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	258	159	429	134	692	738	752	25	99	1084	612
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	258	159	429	134	692	738	752	25	99	1084	612
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	258	159	429	134	692	738	752	25	99	1084	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	258	159	429	134	692	738	752	25	99	1084	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	258	159	429	134	692	738	752	25	99	1084	612
OvlAdjVol:			60			282						374
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.90	0.10	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	4646	154	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.10	0.15	0.08	0.43	0.26	0.16	0.16	0.06	0.23	0.38
OvlAdjV/S:			0.04			0.18						0.23
Crit Moves:		****		****			****				****	

Year 2035 AM With Future Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	128	1041	280	206	1838	0	96	34	173	302	17	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1041	280	206	1838	0	96	34	173	302	17	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	1041	280	206	1838	0	96	34	173	302	17	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1041	280	206	1838	0	96	34	173	302	17	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1041	280	206	1838	0	96	34	173	302	17	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1041	280	206	1838	0	96	34	173	302	17	236
OvlAdjVol:									45			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	4.00	0.00	1.48	0.52	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	6400	0	2363	837	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.17	0.13	0.29	0.00	0.04	0.04	0.11	0.19	0.01	0.15
OvlAdjV/S:									0.03			
Crit Moves:	****				****		****			****		

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Year 2035 AM With Future Network With Additional Improvements
2.09.3171.1 Industry General Plan Update

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Fullerton Rd						Valley 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			Protected			Protected		
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 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	525	45	190	12	51	94	73	1131	743	394	2124	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	525	45	190	12	51	94	73	1131	743	394	2124	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	525	45	190	12	51	94	73	1131	743	394	2124	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	45	190	12	51	94	73	1131	743	394	2124	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	45	190	12	51	94	73	1131	743	394	2124	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	525	45	190	12	51	94	73	1131	743	394	2124	19
OvlAdjVol:									458			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.35	0.65	1.00	3.00	1.00	2.00	2.97	0.03
Final Sat.:	2947	253	1600	1600	563	1037	1600	4800	1600	2880	4757	43
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.12	0.01	0.09	0.09	0.05	0.24	0.46	0.14	0.45	0.45
OvlAdjV/S:									0.29			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	128	731	164	141	849	255	126	1010	162	242	1643	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	731	164	141	849	255	126	1010	162	242	1643	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	731	164	141	849	255	126	1010	162	242	1643	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	731	164	141	849	255	126	1010	162	242	1643	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	731	164	141	849	255	126	1010	162	242	1643	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	731	164	141	849	255	126	1010	162	242	1643	122
OvlAdjVol:						129						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	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	3.00	1.00	1.00	2.79	0.21
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4468	332
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.10	0.09	0.27	0.16	0.08	0.21	0.10	0.15	0.37	0.37
OvlAdjV/S:						0.08						
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	3 0	5 0	1	2 0	4 0	1	3 0	3 1	0
Volume Module:												
Base Vol:	518	783	262	193	1616	491	205	542	516	635	1392	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:	518	783	262	193	1616	491	205	542	516	635	1392	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	518	783	262	193	1616	491	205	542	516	635	1392	79
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	783	0	193	1616	0	205	542	0	635	1392	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	518	783	0	193	1616	0	205	542	0	635	1392	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	5.00	1.00	2.00	4.00	1.00	3.00	3.79	0.21
Final Sat.:	2880	4800	1600	4320	8000	1600	2880	6400	1600	4320	6056	344
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.00	0.04	0.20	0.00	0.07	0.08	0.00	0.15	0.23	0.23
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.333
Loss Time (sec):	0	Average Delay (sec/veh):	7.5
Optimal Cycle:	34	Level Of Service:	A

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	0 0	0 0	0	1 0	1! 0	0	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	1054	0	15	0	173	0	0	34	0
Growth Adj:	1.00	1.00	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	1054	0	15	0	173	0	0	34	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1054	0	15	0	173	0	0	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1054	0	15	0	173	0	0	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1054	0	15	0	173	0	0	34	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1054	0	15	0	173	0	0	34	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.97	0.00	0.03	0.00	2.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	3747	0	53	0	3610	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.29	0.00	0.05	0.00	0.00	0.02	0.00
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.86	0.00	0.86	0.00	0.14	0.00	0.00	0.14	0.00
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.33	0.00	0.00	0.12	0.00
Delay/Veh:	0.0	0.0	0.0	1.5	0.0	1.5	0.0	38.9	0.0	0.0	37.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	1.5	0.0	1.5	0.0	38.9	0.0	0.0	37.5	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	D	A
HCM2kAvgQ:	0	0	0	3	0	4	0	3	0	0	1	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	90	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	8	Average Delay (sec/veh):	16.6
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	33	1612	621	0	1750	0	0	0	3	315	0	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1612	621	0	1750	0	0	0	3	315	0	618
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1612	621	0	1750	0	0	0	3	315	0	618
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:	33	1612	0	0	1750	0	0	0	3	315	0	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1612	0	0	1750	0	0	0	3	315	0	618
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
FinalVolume:	33	1612	0	0	1750	0	0	0	3	315	0	618
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.33
Crit Moves:		****		****			****					****
Green/Cycle:	0.53	0.53	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.38	0.00	0.77
Volume/Cap:	0.03	0.85	0.00	0.00	0.64	0.00	0.00	0.00	xxxx	0.43	0.00	0.42
Delay/Veh:	10.3	21.9	0.0	0.0	15.7	0.0	0.0	0.0	0.0	20.9	0.0	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	21.9	0.0	0.0	15.7	0.0	0.0	0.0	0.0	20.9	0.0	3.8
LOS by Move:	B	C	A	A	B	A	A	A	A	C	A	A
HCM2kAvgQ:	0	23	0	0	13	0	0	0	0	7	0	6

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 I-605 NB Ramps/Temple Ave at Valley Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	16	Average Delay (sec/veh):	49.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-605 NB Ramps/Temple Av						Valley 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			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	28	28	28	6	6	6	6	13	13	6	6	6
Y+R:	4.0	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	1 0	1	1 0	0 0	2	2 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	83	602	466	68	0	391	734	2344	0	0	2503	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	602	466	68	0	391	734	2344	0	0	2503	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	602	466	68	0	391	734	2344	0	0	2503	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	602	466	68	0	391	734	2344	0	0	2503	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	602	466	68	0	391	734	2344	0	0	2503	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	1.00	0.88	0.97	0.91	1.00	1.00	0.91	0.91
Lanes:	0.24	1.76	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.74	0.26
Final Sat.:	437	3173	1900	1900	0	3344	3686	5187	0	0	6474	442
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.25	0.04	0.00	0.12	0.20	0.45	0.00	0.00	0.39	0.39
Crit Moves:			****	****			****				****	
Green/Cycle:	0.24	0.24	0.24	0.05	0.00	0.25	0.20	0.58	0.00	0.00	0.38	0.38
Volume/Cap:	0.79	0.79	1.02	0.72	0.00	0.48	1.02	0.79	0.00	0.00	1.02	1.02
Delay/Veh:	47.5	47.5	92.1	78.9	0.0	39.1	86.3	21.1	0.0	0.0	59.3	59.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	47.5	92.1	78.9	0.0	39.1	86.3	21.1	0.0	0.0	59.3	59.3
LOS by Move:	D	D	F	E	A	D	F	C	A	A	E	E
HCM2kAvgQ:	14	14	24	4	0	7	20	25	0	0	35	35

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 7th Ave/Sunset Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	E

Street Name:	7th Ave/Sunset Av						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			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:	1 0	2 1	0	2 0	2 1	0	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	1077	142	190	427	117	306	1786	183	97	1758	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1077	142	190	427	117	306	1786	183	97	1758	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1077	142	190	427	117	306	1786	183	97	1758	259
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.65	0.35	2.00	2.35	0.65	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1600	4241	559	2880	3768	1032	1600	4354	446	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.25	0.07	0.11	0.11	0.19	0.41	0.41	0.06	0.37	0.16
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Hacienda Blvd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	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	3 1	0	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
Growth Adj:	1.00	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	1365	174	313	1136	270	641	1917	95	74	1609	393
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1365	174	313	1136	270	641	1917	95	74	1609	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	1365	174	313	1136	270	641	1917	95	74	1609	393
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.55	0.45	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	5676	724	2880	4800	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.11	0.24	0.17	0.22	0.40	0.06	0.03	0.34	0.25
OvlAdjV/S:									0.00			
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Azusa Ave at Colima Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	E

Street Name:	Azusa Ave						Colima 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			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	2 0	1	2 0	1 0	1	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	80	170	356	778	329	617	562	1466	42	375	1467	634
Growth Adj:	1.00	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	170	356	778	329	617	562	1466	42	375	1467	634
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	170	356	778	329	617	562	1466	42	375	1467	634
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	356	778	329	617	562	1466	42	375	1467	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	170	356	778	329	617	562	1466	42	375	1467	634
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	170	356	778	329	617	562	1466	42	375	1467	634
OvlAdjVol:			0			305						202
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	1.00	2.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	1600	1600	2880	4666	134	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.22	0.27	0.21	0.39	0.20	0.31	0.31	0.23	0.31	0.40
OvlAdjV/S:			0.00			0.19						0.13
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Azusa Ave at Hurley St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Azusa Ave						Hurley St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 1	0	1 1	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	213	2011	193	74	1216	0	181	12	164	180	23	416
Growth Adj:	1.00	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	2011	193	74	1216	0	181	12	164	180	23	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	2011	193	74	1216	0	181	12	164	180	23	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2011	193	74	1216	0	181	12	164	180	23	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	2011	193	74	1216	0	181	12	164	180	23	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	2011	193	74	1216	0	181	12	164	180	23	416
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	4.00	0.00	1.88	0.12	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	6400	0	3001	199	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.42	0.12	0.05	0.19	0.00	0.06	0.06	0.10	0.11	0.01	0.26
OvlAdjV/S:									0.00			
Crit Moves:		****		****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Fullerton Rd at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	Level Of Service:	E

Street Name:	Fullerton Rd						Valley 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			Protected			Protected		
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 1	0 0	1	1 0	0 1	0	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	937	63	508	41	83	60	59	1787	710	305	1752	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:	937	63	508	41	83	60	59	1787	710	305	1752	29
OvlAdjVol:									202			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.87	0.13	1.00	1.00	0.58	0.42	1.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	2998	202	1600	1600	929	671	1600	4800	1600	2880	4722	78
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.32	0.03	0.09	0.09	0.04	0.37	0.44	0.11	0.37	0.37
OvlAdjV/S:									0.13			
Crit Moves:			****			****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lemon Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	155	Level Of Service:	E

Street Name:	Lemon Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	112	711	188	142	626	204	207	1977	159	237	1490	233
Growth Adj:	1.00	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	711	188	142	626	204	207	1977	159	237	1490	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	711	188	142	626	204	207	1977	159	237	1490	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	711	188	142	626	204	207	1977	159	237	1490	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	711	188	142	626	204	207	1977	159	237	1490	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	711	188	142	626	204	207	1977	159	237	1490	233
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.59	0.41
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	1600	4151	649
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.12	0.09	0.20	0.13	0.13	0.41	0.10	0.15	0.36	0.36
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Grand Ave at Valley Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.983
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	171	Level Of Service:	E

Street Name:	Grand Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			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:	2 0	3 0	1	3 0	5 0	1	2 0	4 0	1	3 0	3 1	0
Volume Module:												
Base Vol:	745	1824	662	325	1390	317	750	1745	522	596	872	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:	745	1824	662	325	1390	317	750	1745	522	596	872	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	745	1824	662	325	1390	317	750	1745	522	596	872	200
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	1824	0	325	1390	0	750	1745	0	596	872	200
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	745	1824	0	325	1390	0	750	1745	0	596	872	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	5.00	1.00	2.00	4.00	1.00	3.00	3.25	0.75
Final Sat.:	2880	4800	1600	4320	8000	1600	2880	6400	1600	4320	5206	1194
Capacity Analysis Module:												
Vol/Sat:	0.26	0.38	0.00	0.08	0.17	0.00	0.26	0.27	0.00	0.14	0.17	0.17
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	0	Average Delay (sec/veh):	6.2
Optimal Cycle:	47	Level Of Service:	A

Street Name:	SR-60 EB Off-Ramp						3 Palms Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	0 0	0 0		1 0	1! 0	0	0 0	2 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	0	0	1639	0	68	0	142	0	0	93	0
Growth Adj:	1.00	1.00	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	1639	0	68	0	142	0	0	93	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1639	0	68	0	142	0	0	93	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	1639	0	68	0	142	0	0	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1639	0	68	0	142	0	0	93	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1639	0	68	0	142	0	0	93	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.92	0.00	0.08	0.00	2.00	0.00	0.00	1.00	0.00
Final Sat.:	0	0	0	3654	0	146	0	3610	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.00	0.47	0.00	0.04	0.00	0.00	0.05	0.00
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.91	0.00	0.91	0.00	0.09	0.00	0.00	0.09	0.00
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.52	0.00	0.41	0.00	0.00	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	0.9	0.0	1.0	0.0	43.5	0.0	0.0	45.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.9	0.0	1.0	0.0	43.5	0.0	0.0	45.7	0.0
LOS by Move:	A	A	A	A	A	A	A	D	A	A	D	A
HCM2kAvgQ:	0	0	0	5	0	5	0	3	0	0	3	0

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

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Hacienda Blvd at SR-60 EB Ramp

Cycle (sec):	110	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	8	Average Delay (sec/veh):	94.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hacienda Blvd						SR-60 EB Ramp					
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:	Ignore			Include			Include			Include		
Min. Green:	13	13	13	0	13	13	0	0	6	6	0	6
Y+R:	4.0	4.0	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	0 0	2 1	0	0 0	0 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	15	1593	595	0	2367	0	0	0	10	654	0	448
Growth Adj:	1.00	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	1593	595	0	2367	0	0	0	10	654	0	448
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1593	595	0	2367	0	0	0	10	654	0	448
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:	15	1593	0	0	2367	0	0	0	10	654	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1593	0	0	2367	0	0	0	10	654	0	448
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
FinalVolume:	15	1593	0	0	2367	0	0	0	10	654	0	448
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1900	3610	1900	0	5187	0	0	0	1900	1900	0	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.00	0.00	0.46	0.00	0.00	0.00	0.01	0.34	0.00	0.24
Crit Moves:					****		****			****		
Green/Cycle:	0.33	0.33	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.26	0.00	0.51
Volume/Cap:	0.02	1.34	0.00	0.00	0.68	0.00	0.00	0.00	xxxx	1.34	0.00	0.46
Delay/Veh:	24.9	195	0.0	0.0	11.6	0.0	0.0	0.0	0.0	206.9	0.0	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	195	0.0	0.0	11.6	0.0	0.0	0.0	0.0	206.9	0.0	17.3
LOS by Move:	C	F	A	A	B	A	A	A	A	F	A	B
HCM2kAvgQ:	0	56	0	0	18	0	0	0	0	44	0	10

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

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APPENDIX D

TRAFFIC SIGNAL WARRANT WORKSHEETS

APPENDIX D-I

EXISTING TRAFFIC CONDITIONS

Year 2010 AM Exisitng
2.09.3171.1 Industry General Plan Update

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 Shepard St at I-605 NB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Initial Vol:	0	8	0	0	20	0	386	0	16	0	0	0

Major Street Volume: 402
Minor Approach Volume: 20
Minor Approach Volume Threshold: 599

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Initial Vol:	0 222		33	109 539		0	0	0	0	0	0	0
ApproachDel:	10.1			14.2			xxxxxx			xxxxxx		

Approach[northbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=255]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=903]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=648]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=903]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Initial Vol:	0 222		33	109 539		0	0 0		0	0 0		0

Major Street Volume: 0
Minor Approach Volume: 648
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					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				
Lanes:	1	0	0	0	1	1	0	0	1	0	0	0	1	0	1	0	1	0	0	0
Initial Vol:	14		0		213	146		275		3	0		9		27	344		13		0

Major Street Volume: 651
Minor Approach Volume: 357
Minor Approach Volume Threshold: 433

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					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				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Initial Vol:	43		0		0	0		0		0	0		939		125	0		1402		0
ApproachDel:	73.5					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound] [lanes=2] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.9]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=2509]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					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				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Initial Vol:	43		0		0	0		0		0	0	939		125		0	1402			0

Major Street Volume: 2466
Minor Approach Volume: 43
Minor Approach Volume Threshold: -14 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Year 2010 AM Exisitng
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Peak Hour Delay Signal Warrant Report

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	912	0	13	0	154	0	0	30	0
ApproachDel:	xxxxxx			xxxxxx			1811.2			292.6		

Approach[eastbound] [lanes=2] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=77.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=154]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1109]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1109]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	2 0	0	0 0	1 0	0
Initial Vol:	0	0	0	912	0	13	0	154	0	0	30	0

Major Street Volume: 925
Minor Approach Volume: 154
Minor Approach Volume Threshold: 408

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 Shepard St at I-605 NB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Initial Vol:	0	36	0	0	5	0	262	0	3	0	0	0

Major Street Volume: 265
Minor Approach Volume: 36
Minor Approach Volume Threshold: 742

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Initial Vol:	0 333		38	204 357		0	0	0	0	0	0	0
ApproachDel:	11.0			13.0			xxxxxx			xxxxxx		

Approach[northbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=371]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=932]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=561]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=932]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****
Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp
****
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	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
Lanes:	0 0 2 0 1	1 0 2 0 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	0 333 38	204 357 0	0 0 0	0 0 0

Major Street Volume: 0
Minor Approach Volume: 561
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					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				
Lanes:	1	0	0	0	1	1	0	0	1	0	0	0	1	0	1	0	1	0	0	0
Initial Vol:	27		0		295	129		230		1	0		2		24	306		36		0

Major Street Volume: 682
Minor Approach Volume: 342
Minor Approach Volume Threshold: 417

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					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				
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	2	0	0
Initial Vol:	57		0		0	0		0		0	0	1726		203		0	1204			0
ApproachDel:	641.7					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound] [lanes=2] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=57]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=3190]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	0	0	2	0 0
Initial Vol:	57	0		0	0	0		0	0	1726		203	0	1204		0

Major Street Volume: 3133
Minor Approach Volume: 57
Minor Approach Volume Threshold: -117 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1489	0	60	0	126	0	0	83	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1798.5]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=126]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1758]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=859.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1758]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0	0 0	0	1 0	1! 0	0	0 0	2 0	0	0 0	1 0	0
Initial Vol:	0	0	0	1489	0	60	0	126	0	0	83	0

Major Street Volume: 1549
Minor Approach Volume: 126
Minor Approach Volume Threshold: 186

SIGNAL WARRANT DISCLAIMER
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APPENDIX D-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Year 2010 AM Existing Plus Project
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 Shepard St at I-605 NB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
FinalVolume:	0	8	0	0	20	0	387	0	16	0	0	0

Major Street Volume: 403
Minor Approach Volume: 20
Minor Approach Volume Threshold: 598

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	0
FinalVolume:	0 222		33	111 539		0	0	0	0	0	0	0
ApproachDel:	10.1			14.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=255]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=905]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=650]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=905]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
FinalVolume:	0	222	33	111	539	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 650
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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				
Lanes:	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	1	0	0	0
Initial Vol:	14		0		0	146		275		5	0		9		29	344		13		0

Major Street Volume: 440
Minor Approach Volume: 357
Minor Approach Volume Threshold: 568

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	1	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
Initial Vol:	43	0		0	0	0		0	0	1283		0	0	1500		0
ApproachDel:	209.8				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=43]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2826]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0	0 0		0 0 0	0 0		0 0 2	0 0		0 0 2	0 0	
Initial Vol:	43	0	0	0	0	0	0	1283	0	0	1500	0

Major Street Volume: 2783
Minor Approach Volume: 43
Minor Approach Volume Threshold: -68 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 0	0 0		1 0 1!	0 0		0 0 2	0 0		0 0 1	0 0	
FinalVolume:	0	0	0	940	0	13	0	154	0	0	30	0
ApproachDel:	xxxxxx			xxxxxx			2093.6			355.9		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=89.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=154]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1137]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1137]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
FinalVolume:	0	0	0	940	0	13	0	154	0	0	30	0

Major Street Volume: 953
Minor Approach Volume: 154
Minor Approach Volume Threshold: 395

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #32 Shepard St at I-605 NB Off-Ramp

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
FinalVolume:	0	36	0	0	5	0	262	0	3	0	0	0

Major Street Volume: 265
Minor Approach Volume: 36
Minor Approach Volume Threshold: 742

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0 1		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
FinalVolume:	0 333	38		206 357		0	0	0	0	0	0	0
ApproachDel:	11.0			13.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=371]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=934]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=563]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=934]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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				
Lanes:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	333			38	206	357			0	0		0		0	0		0		0

Major Street Volume: 0
Minor Approach Volume: 563
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	1	0	0	0 0	1	0	0	1 0	0	0	1	0 1	0	1	0	0 0
Initial Vol:	27		0	0	129	230		3	0		3	25	307		36	0

Major Street Volume: 389
Minor Approach Volume: 343
Minor Approach Volume Threshold: 610

SIGNAL WARRANT DISCLAIMER
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Peak Hour Delay Signal Warrant Report

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	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
Lanes:	1 0 0 0 0	0 0 0 0 0	0 0 2 0 0	0 0 2 0 0
Initial Vol:	57 0 0	0 0 0	0 1990 0	0 1682 0
ApproachDel:	1864.0	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=29.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=57]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3729]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 2 0 0			0 0 2 0 0		
Initial Vol:	57	0	0	0	0	0	0	1990	0	0	1682	0

Major Street Volume: 3672
Minor Approach Volume: 57
Minor Approach Volume Threshold: -163 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
FinalVolume:	0	0	0	1453	0	60	0	126	0	0	83	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1292.3]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=126]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1722]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=616.5]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1722]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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				
Lanes:	0	0	0	0	0	1	0	1!	0	0	0	0	2	0	0	0	0	1	0	0
FinalVolume:	0		0		0	1453		0		60	0		126		0	0		83		0

Major Street Volume: 1513
Minor Approach Volume: 126
Minor Approach Volume Threshold: 196

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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APPENDIX D-III

YEAR 2035 GENERAL PLAN BUILDOUT WITH EXISTING GEOMETRY TRAFFIC CONDITIONS

Year 2035 AM With Exisitng Network
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 Shepard St at I-605 NB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1	0 0		0 0 1	0 0		1 0 0	0 1		0 0 0	0 0	
Initial Vol:	0	9	0	0	23	0	435	0	18	0	0	0

Major Street Volume: 453
Minor Approach Volume: 23
Minor Approach Volume Threshold: 557

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	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
Lanes:	0 0 2 0 1	1 0 2 0 0	0 0 0 0 0	0 0 0 0 0
Initial Vol:	0 250 37	125 606 0	0 0 0	0 0 0
ApproachDel:	10.3	16.0	xxxxxx	xxxxxx

Approach[northbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=287]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=1018]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=731]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=1018]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	0	0	0	0 0
Initial Vol:	0	250		37	125	606		0	0		0	0	0		0	0

Major Street Volume: 0
Minor Approach Volume: 731
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0 0 0			1 0 0 1 0			0 0 1 0 1			0 1 0 0 0		
Initial Vol:	16	0	0	164	309	5	0	10	32	387	15	0

Major Street Volume: 494
Minor Approach Volume: 402
Minor Approach Volume Threshold: 528

SIGNAL WARRANT DISCLAIMER

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Peak Hour Delay Signal Warrant Report

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	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
Lanes:	1 0 0 0 0	0 0 0 0 0	0 0 2 0 0	0 0 2 0 0
Initial Vol:	48 0 0	0 0 0	0 1400 0	0 1675 0
ApproachDel:	419.3	xxxxxx	xxxxxx	xxxxxx

Approach[northbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.6]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=3123]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 2 0 0			0 0 2 0 0		
Initial Vol:	48	0	0	0	0	0	0	1400	0	0	1675	0

Major Street Volume: 3075
Minor Approach Volume: 48
Minor Approach Volume Threshold: -102 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****
Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr
****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1054	0	15	0	173	0	0	34	0
ApproachDel:	xxxxxx			xxxxxx			4230.7			853.0		

Approach[eastbound] [lanes=2] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=203.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=173]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1276]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1276]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1054	0	15	0	173	0	0	34	0

Major Street Volume: 1069
Minor Approach Volume: 173
Minor Approach Volume Threshold: 346

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 Shepard St at I-605 NB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Initial Vol:	0	41	0	0	6	0	295	0	3	0	0	0

Major Street Volume: 298
Minor Approach Volume: 41
Minor Approach Volume Threshold: 702

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	375	43	232	402	0	0	0	0	0	0	0
ApproachDel:	11.5			14.3			xxxxxx			xxxxxx		

Approach[northbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=417]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=1051]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=633]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=1051]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Initial Vol:	0 375		43	232 402		0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 633
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					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				
Lanes:	1	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	1	0	0	0
Initial Vol:	30		0		0	145		259		3	0		3		28	345		41		0

Major Street Volume: 437
Minor Approach Volume: 386
Minor Approach Volume Threshold: 570

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					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				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0
Initial Vol:	64		0		0	0		0		0	0	2206			0	0	1833			0
ApproachDel:	3559.3					xxxxxx					xxxxxx					xxxxxx				

Approach[northbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=63.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=4103]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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2.09.3171.1 Industry General Plan Update

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 2 0 0			0 0 2 0 0		
Initial Vol:	64	0	0	0	0	0	0	2206	0	0	1833	0

Major Street Volume: 4039
Minor Approach Volume: 64
Minor Approach Volume Threshold: -196 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1639	0	68	0	142	0	0	93	0
ApproachDel:	xxxxxx			xxxxxx			+Inf			+Inf		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=142]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1942]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=93]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1942]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1639	0	68	0	142	0	0	93	0

Major Street Volume: 1707
Minor Approach Volume: 142
Minor Approach Volume Threshold: 144 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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APPENDIX D-IV

YEAR 2035 GENERAL PLAN BUILDOUT WITH PROGRAMMED IMPROVEMENTS TRAFFIC CONDITIONS

Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 Shepard St at I-605 NB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Initial Vol:	0	9	0	0	23	0	435	0	18	0	0	0

Major Street Volume: 453
Minor Approach Volume: 23
Minor Approach Volume Threshold: 558

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0 1		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Initial Vol:	0 250		37	125 606		0	0	0	0	0	0	0
ApproachDel:	10.3			16.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=287]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=1018]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound][lanes=3][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=731]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2][total volume=1018]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2 0 1			1 0 2 0 0			0 0 0 0 0			0 0 0 0 0		
Initial Vol:	0	250	37	125	606	0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 731
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	1	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0
Initial Vol:	16	0		0	164	309		5		0	10		32	387	15		0

Major Street Volume: 494
Minor Approach Volume: 402
Minor Approach Volume Threshold: 528

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	1	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0
Initial Vol:	48	0		0	0	0		0	0	1400		0	0	1675		0
ApproachDel:	191.7				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=3123]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 3 0 0			0 0 3 0 0		
Initial Vol:	48	0	0	0	0	0	0	1400	0	0	1675	0

Major Street Volume: 3075
Minor Approach Volume: 48
Minor Approach Volume Threshold: -102 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Year 2035 AM With Future Network
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Peak Hour Delay Signal Warrant Report

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1054	0	15	0	173	0	0	34	0
ApproachDel:	xxxxxx			xxxxxx			4225.9			859.5		

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=203.1]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=173]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1276]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1276]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Year 2035 AM With Future Network
2.09.3171.1 Industry General Plan Update

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1054	0	15	0	173	0	0	34	0

Major Street Volume: 1069
Minor Approach Volume: 173
Minor Approach Volume Threshold: 345

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #32 Shepard St at I-605 NB Off-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 1 0 0			0 0 1 0 0			1 0 0 0 1			0 0 0 0 0		
Initial Vol:	0	41	0	0	6	0	295	0	3	0	0	0

Major Street Volume: 298
Minor Approach Volume: 41
Minor Approach Volume Threshold: 702

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0 1		1 0 2	0 0		0 0 0	0 0		0 0 0	0 0	
Initial Vol:	0 375		43	232 402		0	0	0	0	0	0	0
ApproachDel:	11.5			14.4			xxxxxx			xxxxxx		

Approach[northbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=418]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=1052]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[southbound] [lanes=3] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.5]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=634]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=2] [total volume=1052]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #33 San Gabriel River Pkwy at I-605 SB On-Ramp

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	0 0 2	0	1	1 0 2	0	0	0 0 0	0	0	0 0 0	0	0
Initial Vol:	0 375		43	232 402		0	0	0	0	0	0	0

Major Street Volume: 0
Minor Approach Volume: 634
Minor Approach Volume Threshold: +Inf

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #34 I-605 SB Off-Ramp at Rose Hills Rd

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				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			
Lanes:	1 0 0 0 0				1 0 0 1 0				0 0 1 0 1				0 1 0 0 0			
Initial Vol:	30	0		0	145	259		3	0	3		28	345	41		0

Major Street Volume: 437
Minor Approach Volume: 386
Minor Approach Volume Threshold: 570

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Delay Signal Warrant Report

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 3 0 0			0 0 3 0 0		
Initial Vol:	64	0	0	0	0	0	0	2206	0	0	1833	0
ApproachDel:	2025.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=36.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=64]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=4103]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #35 I-605 SB Off-Ramp at Valley Blvd

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			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		
Lanes:	1 0 0 0 0			0 0 0 0 0			0 0 3 0 0			0 0 3 0 0		
Initial Vol:	64	0	0	0	0	0	0	2206	0	0	1833	0

Major Street Volume: 4039
Minor Approach Volume: 64
Minor Approach Volume Threshold: -196 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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Year 2035 PM With Future Network
2.09.3171.1 Industry General Plan Update

Peak Hour Delay Signal Warrant Report

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Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

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Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1639	0	68	0	142	0	0	93	0
ApproachDel:	xxxxxx			xxxxxx			+Inf			+Inf		

Approach[eastbound] [lanes=2] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=142]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1942]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

Approach[westbound] [lanes=1] [control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=93]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3] [total volume=1942]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #39 SR-60 EB Off-Ramp at 3 Palms Dr

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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		
Lanes:	0 0 0 0 0			1 0 1! 0 0			0 0 2 0 0			0 0 1 0 0		
Initial Vol:	0	0	0	1639	0	68	0	142	0	0	93	0

Major Street Volume: 1707
Minor Approach Volume: 142
Minor Approach Volume Threshold: 144 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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