APPENDIX G

TRAFFIC IMPACT ANALYSIS

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TRAFFIC IMPACT ANALYSIS

CITY OF CYPRESS SPORTS PARK

CYPRESS, ORANGE COUNTY, CALIFORNIA

LSA

August 22, 2019

TRAFFIC IMPACT ANALYSIS

CITY OF CYPRESS SPORTS PARK

CYPRESS, ORANGE COUNTY, CALIFORNIA

Submitted to:

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Project No. CCP1903

LSA

August 22, 2019

TABLE OF CONTENTS

APPENDICES

FIGURES AND TABLES

FIGURES

TABLES

LIST OF ABBREVIATIONS AND ACRONYMS

ADT	average daily trips
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAMUTCD	*California Manual on Uniform Traffic Control Devices*
City	City of Cypress
CMP	Congestion Management Program
ft	foot/feet
HCM	*Highway Capacity Manual*
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	level of service
mph	miles per hour
NDS	National Data & Surveying Services
OCTA	Orange County Transportation Authority
project	City of Cypress Sports Park
TIA	Traffic Impact Analysis
v/c	volume to capacity

TRAFFIC IMPACT ANALYSIS
CITY OF CYPRESS SPORTS PARK

INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to identify the potential traffic impacts associated with the proposed sports park on an approximately 9-acre site at the southeast corner of Lexington Drive and Cerritos Avenue in the City of Cypress (City), California. The project includes up to six sports fields with play areas with an adjacent mural, an exercise station, picnic shelters, restrooms, two half-basketball courts, a 0.25-mile walking path, a storage building, and associated landscaping and utility improvements. The project would be completed in the year 2021.

The project site is bounded by Cerritos Avenue to the north, Lexington Drive to the west, and facilities associated with the horse stables and Los Alamitos Race Track to the south and east. Vehicle access to the project site would be provided via a right-turn-in/out and left-turn-in only driveway on Cerritos Avenue and a full access driveway on Lexington Drive. A project vicinity map is presented on Figure 1, including study area intersections. Figure 2 illustrates the project site plan.

This TIA addresses two general issues associated with the development of the proposed project:

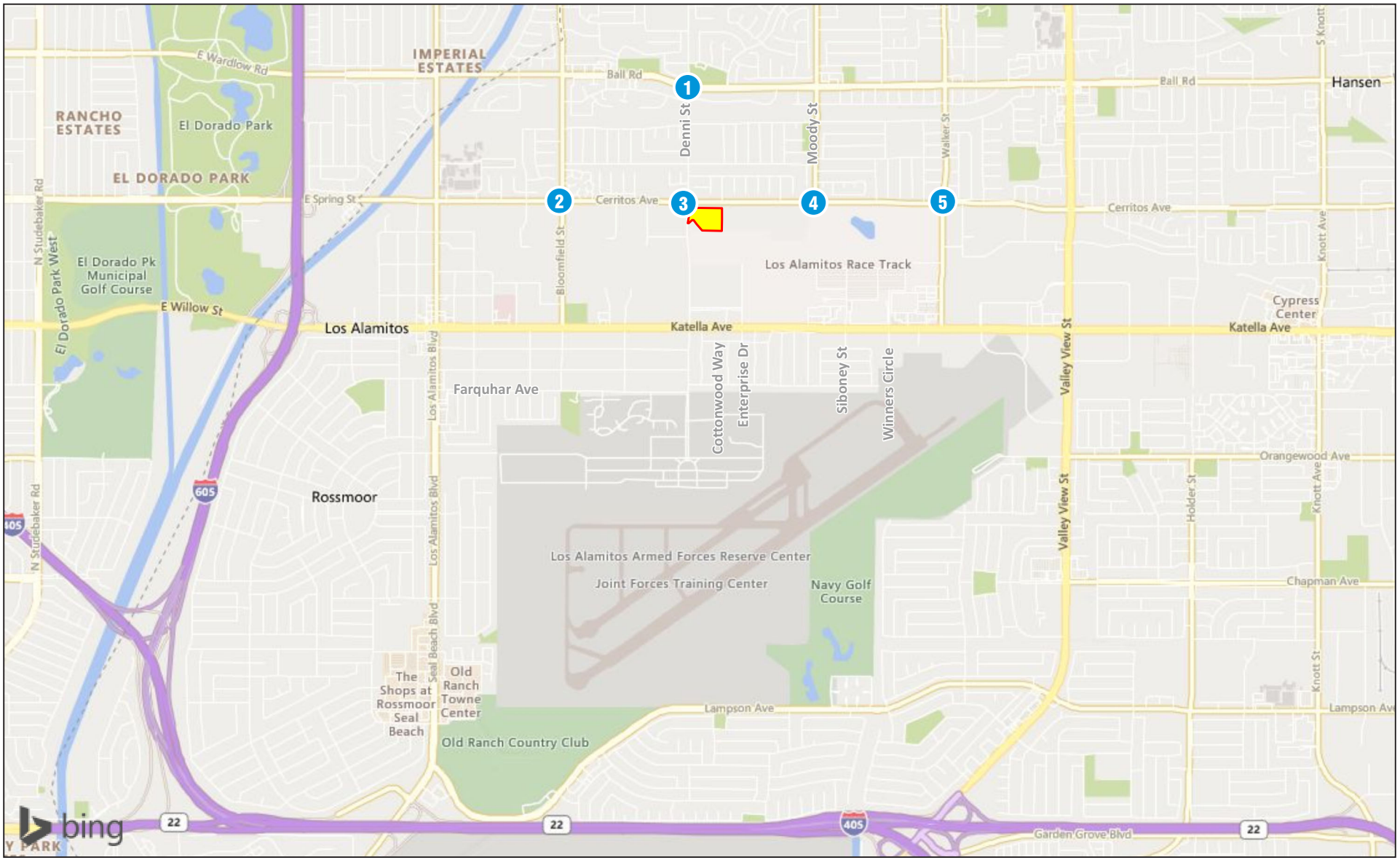
1. Increase in traffic volumes and operation of nearby intersections
2. Adequacy of the proposed access locations

Prior to preparation of the TIA, the project methodology and study area details were discussed and approved by the City Traffic Engineer. Based on this approval, the TIA will examine the following development scenarios:

1. Existing Conditions
2. Existing Plus Project Conditions
3. Cumulative (2021) Conditions
4. Cumulative Plus Project Conditions

The following analysis periods have been evaluated:

- Weekday a.m. peak hour (between 7:00 a.m. and 9:00 a.m.)
- Weekday p.m. peak hour (between 4:00 p.m. and 6:00 p.m.)



LSA

LEGEND

- Project Site
- # - Study Area Intersection

N

0 1500 3000

FEET

SOURCE: Bing Maps

FIGURE 1

City of Cypress Sports Park

Project Location and Study Area Intersections

I:\CCP1903\G\Traffic\Location&Ints.cdr (6/27/2019)

LSA

LEGEND

Lexington Drive Access Easement

FIGURE 2

N

0 60 120

FEET

SOURCE: Community Works Design Group

I:\CCP1903\G\Site_Plan.cdr (8/21/2019)

City of Cypress Sports Park

Site Plan

ANALYSIS METHODOLOGY

This TIA is prepared consistent with the requirements of the City of Cypress and the Orange County Congestion Management Program (CMP) (2017).

Study Area

Study area locations were selected in consultation with the City. The following five intersections are shown on Figure 1:

1. Denni Street/Ball Road
2. Bloomfield Street/Cerritos Avenue
3. Denni Street-Lexington Drive/Cerritos Avenue
4. Moody Street/Cerritos Avenue
5. Walker Street/Cerritos Avenue

Proposed project driveways along Lexington Drive and Cerritos Avenue will also be analyzed in the Plus Project conditions.

Intersection Level of Service Methodologies

In accordance with the City of Cypress and the Orange County CMP, signalized intersection operation is analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a per-lane capacity of 1,700 vehicles per hour with a clearance interval of 0.05.

The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow operation and LOS F represents overcapacity operation. The relationship between LOS and the ICU value (i.e., v/c ratio) is as follows.

Level of Service	Volume-to-Capacity (ICU Methodology)
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

ICU = Intersection Capacity Utilization

In addition to the ICU methodology of calculating signalized intersection LOS, the *Highway Capacity Manual* (HCM), 6th Edition (Transportation Research Board 2016) methodology is used to determine the LOS of the unsignalized intersections at the proposed project driveways. The following table illustrates the relationship of delay to LOS for unsignalized intersections.

Level of Service	Unsignalized Intersection Delay (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: *Highway Capacity Manual*, 6th Edition (Transportation Research Board 2016).

Threshold of Significance

The City of Cypress considers LOS D as the upper limit of satisfactory operations for intersections, except at intersections along Valley View Street, Lincoln Avenue, and Katella Avenue. The City has adopted LOS E as the standard for intersections along these three arterials, as they carry significant amounts of traffic. None of the study area intersections for the proposed project are located along these arterials.

Based on City of Cypress standards, a project traffic impact occurs at an intersection if the project causes an intersection operating at an acceptable LOS to deteriorate to an unacceptable LOS, or if an intersection is already operating at an unacceptable LOS and the project adds 0.01 or more to the peak-hour ICU.

EXISTING CONDITIONS

Existing Circulation System

The project site is bounded by Cerritos Avenue to the north, Lexington Drive to the west, and facilities associated with the horse stables and Los Alamitos Race Track to the south and east. The following provides a description of the existing roadways in the project vicinity.

- **Lexington Drive – Denni Street** is a north-south undivided roadway located west of the project site. Lexington Drive is a two-lane roadway located south of Cerritos Avenue, and Denni Street is a four-lane roadway located north of Cerritos Avenue. As part of the proposed project, Lexington Drive would be widened between the proposed project driveway and Cerritos Avenue. The posted speed limit is 35 miles-per-hour (mph). Sidewalks are provided on both sides of Denni Street and on Lexington Drive adjacent to the project site. On-street parking is not permitted.
- **Moody Street** is a north-south four-lane divided roadway. Moody Street is located east of the project site and ends at Cerritos Avenue at the Los Alamitos Race Track. According to the City of Cypress General Plan Circulation Element (2000), Moody Street is classified as a Primary Arterial. The posted speed limit is 40 mph. On-street bicycle lanes (Class II) and sidewalks are provided on both sides of the street. On-street parking is not permitted.
- **Walker Street** is a north-south four-to-five lane undivided roadway located east of the project site. According to the City of Cypress General Plan Circulation Element, Walker Street is classified as a Secondary Arterial. The posted speed limit is 40 mph. On-street bicycle lanes

(Class II) are provided north of Cerritos Avenue. Sidewalks are provided on both sides of the street. On-street parking is not permitted.

- **Bloomfield Street** is a north-south four-lane divided roadway located west of the project site. According to the City of Cypress General Plan Circulation Element, Bloomfield Street is classified as a Secondary Arterial. The posted speed limit is 40 mph. On-street bicycle lanes (Class II) and sidewalks are provided on both sides of the street. On-street parking is permitted in select locations.
- **Cerritos Avenue** is a four-lane divided roadway located north of the project site. According to the City of Cypress General Plan Circulation Element, Cerritos Avenue is a Primary Arterial. The posted speed limit is 45 mph. Sidewalks are provided on both sides of the street, and on-street (Class II) bicycle lanes are provided on both sides between Walker Street and Denni Street. On-street parking is permitted in select locations.
- **Ball Road** is a four-lane divided roadway located north of the project site. According to the City of Cypress General Plan Circulation Element, Ball Road is a Primary Arterial. The posted speed limit is 45 mph. Sidewalks are provided on both sides of the street, and on-street (Class II) bicycle lanes are provided on both sides. On-street parking is not permitted.

The existing study area intersection geometrics are shown on Figure 3.

Pedestrian Circulation

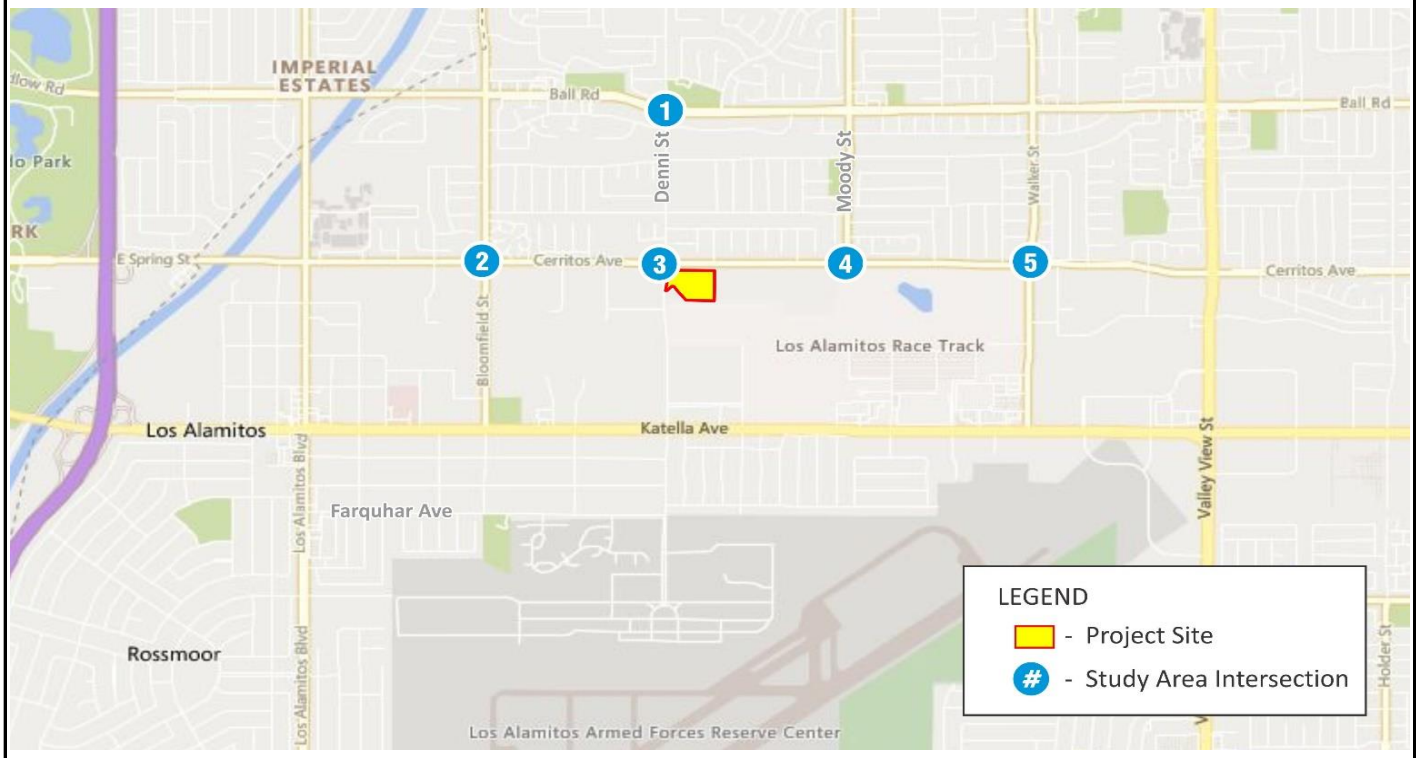
Sidewalks currently exist on both sides of Cerritos Avenue and Lexington Drive adjacent to the project site. There are pedestrian crosswalks at all intersections in the project vicinity. These facilities provide for pedestrian circulation between the project site and the surrounding areas. The project will provide walkway paths around the perimeter of the sports fields.

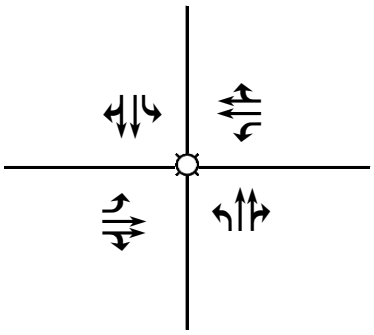
Bicycle Circulation

On-street (Class II) bicycle lanes are provided on both sides of Ball Street, on Cerritos Avenue between Walker Street and Denni Street, on Walker Street north of Cerritos Avenue and on Bloomfield Street. There is an off-street bike path on the south side of Cerritos Avenue.

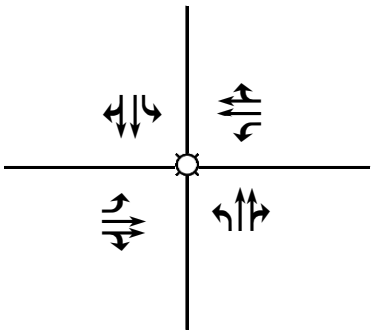
Transit Facilities

Transit facilities will be accessible to and from the project site. An Orange County Transportation Authority (OCTA Route 46) bus stop is provided at the intersection of Denni Street/Ball Road, approximately 0.5 mile north of the project site. In addition, an OCTA (Route 50) bus stop is provided at the intersection of Denni Street/Katella Avenue, approximately 0.5 mile south of the project site. OCTA Route 46 provides transportation to/from Orange and Long Beach via Ball Road. OCTA Route 50 provides transportation to/from Orange and Long Beach via Katella Avenue.

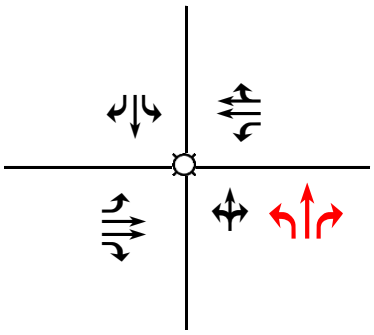




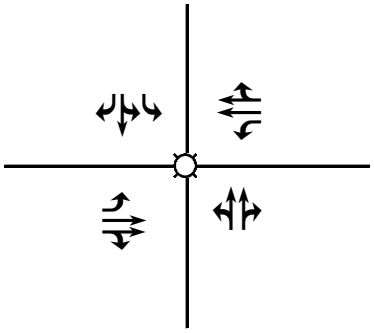
1 Denni St/Ball Rd



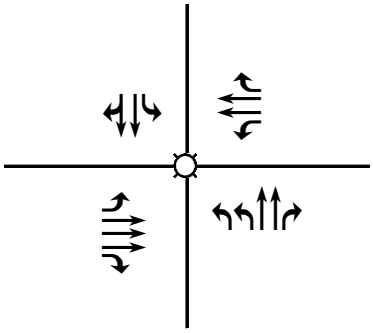
2 Bloomfield St/Cerritos Ave



3 Denni St/Cerritos Ave



4 Moody St/Cerritos Ave



5 Walker St/Cerritos Ave

LSA

Legend

Signal

N

Future lane configuration is shown in red

FIGURE 3

City of Cypress Sports Park

Existing Geometrics

Existing Traffic Volumes and Level of Service

Existing peak-hour turn movement counts were provided by the City of Cypress and collected by National Data & Surveying Services (NDS) for four study area intersections (October 2018). Existing turn movement counts for the intersection of Denni Street/Ball Road was derived by multiplying 2017 average daily trips (ADT) for Denni Street north and south of Ball Road, and Ball Road east and west of Denni Street by the turning movement percentages from 2013 peak-hour intersection counts for Denni Street/Ball Road. The existing a.m. and p.m. peak-hour turn movement volumes for the study area intersections are shown on Figure 4 and provided in Appendix A.

Table A summarizes the results of the existing peak-hour LOS analysis for the study area intersections. The Existing ICU worksheets are contained in Appendix B. As shown in Table A, all study area intersections currently operate at satisfactory LOS during both peak hours.

Table A: Existing Intersection Level of Service Summary

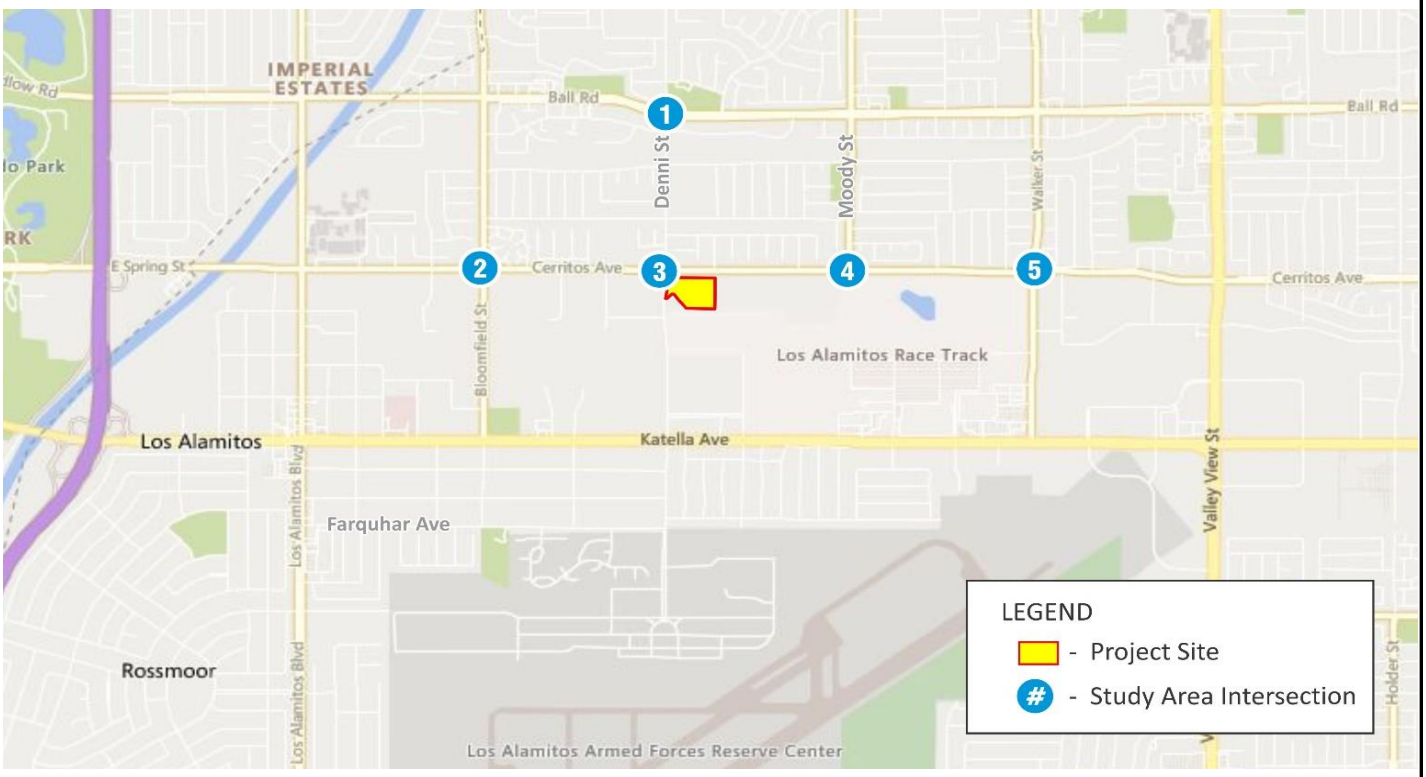
Intersection		Control	Peak Hour	Existing	
				ICU	LOS
1	Denni Street/Ball Road	Signal	AM	0.525	A
			PM	0.566	A
2	Bloomfield Street/Cerritos Avenue	Signal	AM	0.693	B
			PM	0.739	C
3	Denni Street-Lexington Drive/Cerritos Avenue	Signal	AM	0.594	A
			PM	0.751	C
4	Moody Street/Cerritos Avenue	Signal	AM	0.572	A
			PM	0.756	C
5	Walker Street/Cerritos Avenue	Signal	AM	0.681	B
			PM	0.730	C
6	Lexington Drive/Project Driveway	OWSC	AM	N/A	-
			PM	N/A	-
7	Project Driveway/Cerritos Avenue	OWSC	AM	N/A	-
			PM	N/A	-

ICU = Intersection Capacity Utilization
LOS = level of service
N/A = not applicable
OWSC = one-way stop control

PROJECT CONDITIONS

Project Description

The proposed sports park project includes up to six sports fields with play areas with an adjacent mural, an exercise station, picnic shelters, restrooms, two half-basketball courts, a 0.25-mile walking path, a storage building, and associated landscaping and utility improvements. The project is located at the southeast corner of Cerritos Avenue and Lexington Drive. The project site is bounded by Cerritos Avenue to the north, Lexington Drive to the west, and facilities associated with the horse stables and Los Alamitos Race Track to the south and east.



67 / 39 ↲ 206 / 120 ↓ 123 / 102 ↳ 53 / 90 ↱ 725 / 953 → 106 / 78 ↴ ↰ 206 / 205 ← 791 / 737 ↶ 87 / 82 ↰ 47 / 101 ↑ 203 / 256 ↱ 63 / 101 1 Denni St/Ball Rd	90 / 99 ↲ 569 / 285 ↓ 168 / 61 ↳ 31 / 159 ↱ 826 / 1104 → 115 / 104 ↴ ↰ 100 / 177 ← 724 / 1055 ↶ 172 / 98 ↰ 121 / 108 ↑ 312 / 514 ↱ 192 / 158 2 Bloomfield St/Cerritos Ave	128 / 81 ↲ 153 / 78 ↓ 239 / 95 ↳ 63 / 123 ↱ 845 / 1192 → 86 / 33 ↴ ↰ 137 / 209 ← 793 / 1113 ↶ 112 / 49 ↰ 23 / 56 ↑ 79 / 180 ↱ 49 / 77 3 Denni St/Cerritos Ave
206 / 151 ↲ 3 / 0 ↓ 583 / 250 ↳ 71 / 224 ↱ 1065 / 1131 → 2 / 1 ↴ ↰ 174 / 416 ← 869 / 1228 ↰ 1 / 3 ↑ 2 / 0 ↱ 1 / 0 4 Moody St/Cerritos Ave	70 / 46 ↲ 750 / 449 ↓ 166 / 106 ↳ 20 / 95 ↱ 1139 / 1068 → 490 / 237 ↴ ↰ 106 / 157 ← 841 / 1124 ↶ 120 / 93 ↰ 104 / 502 ↑ 241 / 737 ↱ 53 / 213 5 Walker St/Cerritos Ave	

LSA

XXX / YYY AM / PM Volume

N

FIGURE 4

City of Cypress Sports Park
Existing Peak-Hour Volumes

Vehicle access to the project site would be provided via a right-turn-in/out and left-turn-in only driveway on Cerritos Avenue and a full access driveway on Lexington Drive. The project would be completed in the year 2021.

Trip Generation

LSA identified the trip generation of the project based on the trip rates in the latest Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). The project trip generation is shown in Table B. Project trips were generated using trip rates from the Land-use Code 488. According to ITE *Trip Generation Manual*, Land-use code 488 may accommodate ancillary amenities including stadium seating, fitness trail, activity shelter, aquatic center, picnic grounds, basketball and tennis courts and playground. As Table B indicates, the project has the potential to generate approximately 428 ADT, including 6 a.m. peak hour trips (4 inbound and 2 outbound) and 99 p.m. peak hour trips (65 inbound and 34 outbound).

Table B: Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Sports Fields		Fields	71.33	0.60	0.39	0.99	10.84	5.59	16.43
Project Trip Generation									
Sports Fields	6	Fields	428	4	2	6	65	34	99
Total Trip Generation			**428**	**4**	**2**	**6**	**65**	**34**	**99**

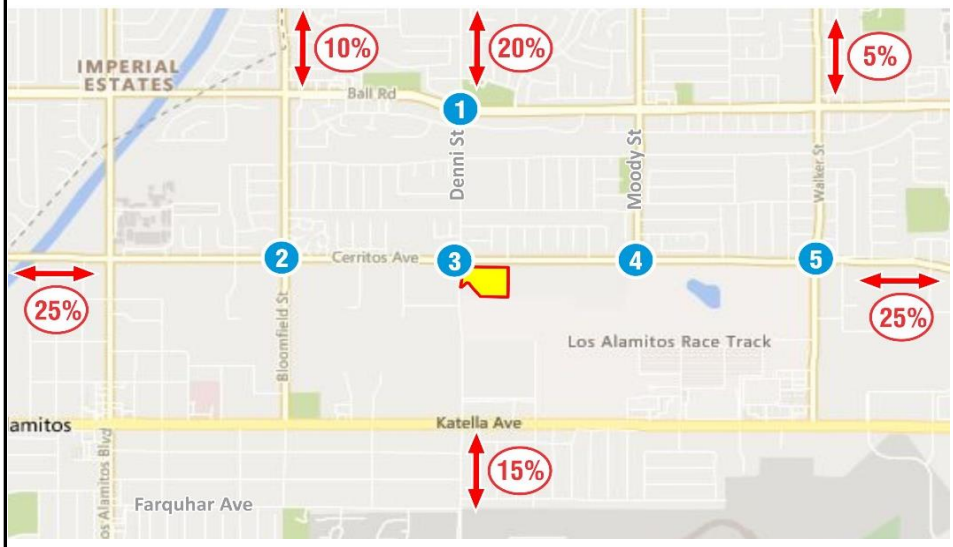
[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). Land Use Code 488
ADT = average daily trips

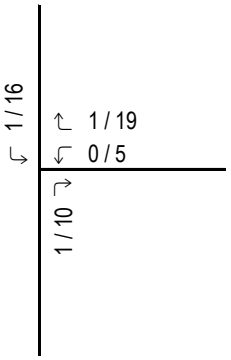
Trip Distribution and Assignment

Trip distribution for the project is based on the location of the project, logical travel corridors and minimum time paths. Project peak-hour traffic volumes entering/exiting the project site were assigned to the adjacent street system based on the locations of project driveways. The project trip distribution and assignment during the a.m. and p.m. peak hours are shown on Figure 5.

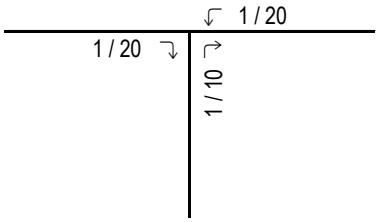
EXISTING PLUS PROJECT CONDITIONS

To determine the Existing Plus Project conditions, the net traffic generated by the project was added to the existing traffic volumes at the study area intersections. Figure 6 shows the resulting Existing Plus Project peak-hour traffic volumes. Table C summarizes the results of the Existing Plus Project peak-hour LOS analysis for the study area intersections. The Existing Plus Project ICU and HCM worksheets are contained in Appendices B and C, respectively. As shown in Table C, with the addition of the project, all study area intersections would continue to operate at satisfactory LOS during both peak hours.

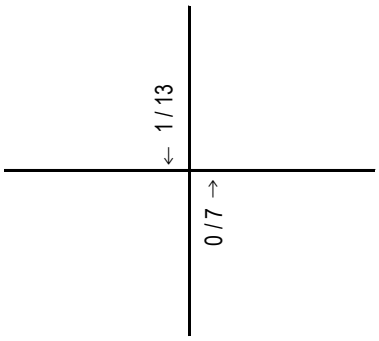




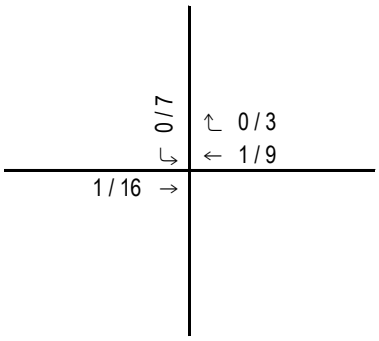
6 Lexington Dr/Project Dwy



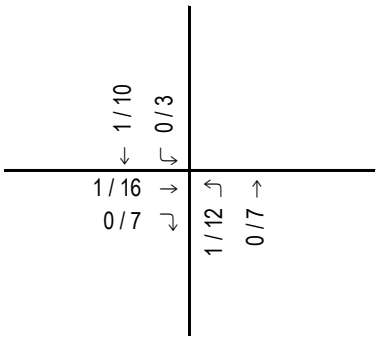
7 Project Dwy/Cerritos Ave



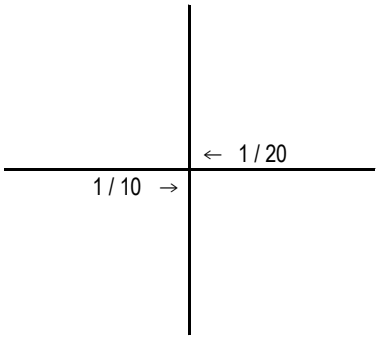
1 Denni St/Ball Rd



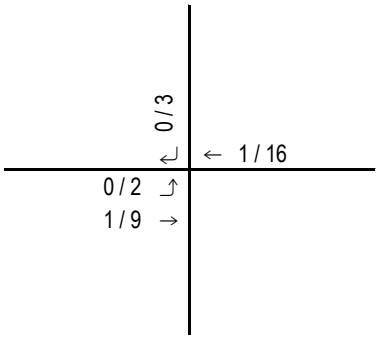
2 Bloomfield St/Cerritos Ave



3 Denni St/Cerritos Ave



4 Moody St/Cerritos Ave



5 Walker St/Cerritos Ave

LSA

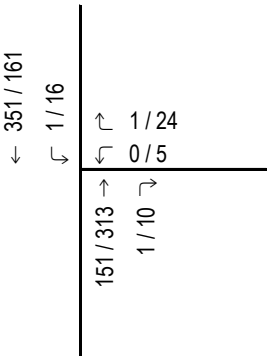
XXX / YYY AM / PM Volume

N

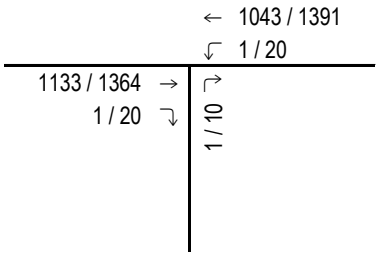
FIGURE 5

City of Cypress Sports Park

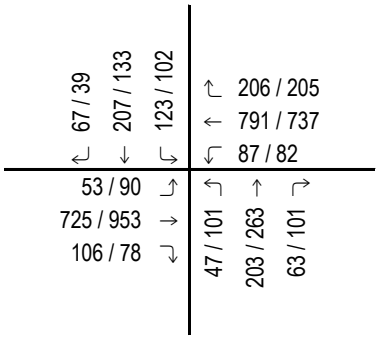
Project Trip Distribution and Assignment



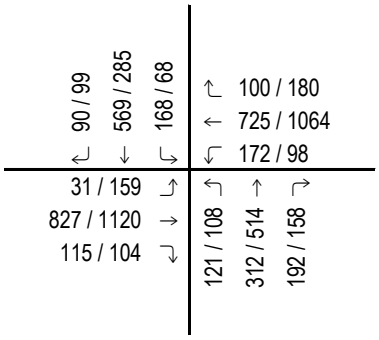
6 Lexington Dr/Project Dwy



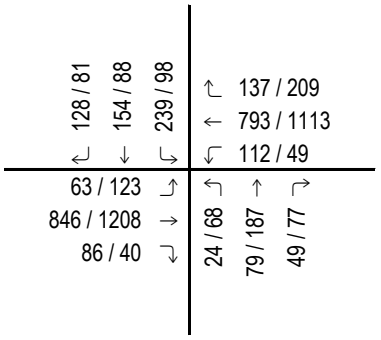
7 Project Dwy/Cerritos Ave



1 Denni St/Ball Rd



2 Bloomfield St/Cerritos Ave



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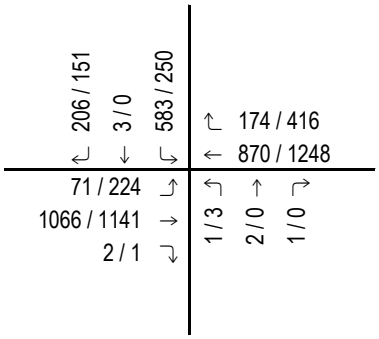
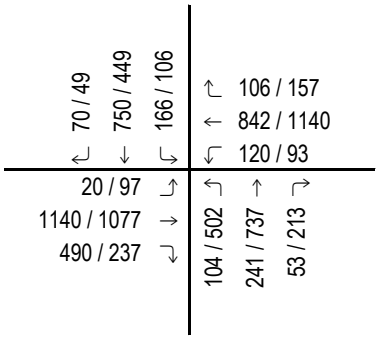


4 Moody St/Cerritos Ave



5 Walker St/Cerritos Ave

LSA

XXX / YYY AM / PM Volume

N

FIGURE 6

City of Cypress Sports Park

Existing Plus Project Peak-Hour Volumes

P:\CCP1903\Traffic\xls\Figures\Fig 6 - Existing plus Project Peak-Hour Volumes.xls (8/16/2019)

Table C: Existing Plus Project Intersection Level of Service Summary

Intersection		Control	Peak Hour	Existing		Existing plus Project		Project Impact	
				ICU	LOS	ICU/ Delay	LOS	Δ ICU	Yes/ No
1	Denni Street/Ball Road	Signal	AM	0.525	A	0.525	A	0.000	No
			PM	0.566	A	0.569	A	0.003	No
2	Bloomfield Street/Cerritos Avenue	Signal	AM	0.693	B	0.693	B	0.000	No
			PM	0.739	C	0.747	C	0.008	No
3	Denni Street-Lexington Drive/Cerritos Avenue[1]	Signal	AM	0.594	A	0.552	A	-0.042	No
			PM	0.751	C	0.679	B	-0.072	No
4	Moody Street/Cerritos Avenue	Signal	AM	0.572	A	0.572	A	0.000	No
			PM	0.756	C	0.762	C	0.006	No
5	Walker Street/Cerritos Avenue	Signal	AM	0.681	B	0.681	B	0.000	No
			PM	0.730	C	0.736	C	0.006	No
6	Lexington Drive/Project Driveway	OWSC	AM	N/A	-	9.1	A	N/A	-
			PM	N/A	-	10.8	B	N/A	-
7	Project Driveway/Cerritos Avenue	OWSC	AM	N/A	-	13.3	B	N/A	-
			PM	N/A	-	15.6	C	N/A	-

[1] Added lanes with the project.
ICU = Intersection Capacity Utilization
LOS = level of service
N/A = not applicable
OWSC = one-way stop control
Delay is reported in seconds.

PROJECT OPENING YEAR CONDITIONS

A future, near-term scenario corresponding to the project opening year (2021) was analyzed. To develop the project opening year volumes, an ambient growth rate of 0.5 percent per year was applied to existing counts. Application of a 0.5 percent per year growth rate to the existing traffic volumes is considered conservative and would account for any additional future development beyond that described below in the project vicinity. This growth rate was referenced from other traffic studies prepared in the City of Cypress.

In addition to the ambient growth, cumulative project traffic volumes from approved but not built and/pending development projects in the vicinity of the project site were included in the Project Opening Year conditions. Information regarding cumulative projects was requested from the City of Cypress and other surrounding cities, including the Cities of Los Alamitos, Garden Grove, Stanton, La Palma, Buena Park, and Hawaiian Gardens. Trip generation estimates for the cumulative projects were obtained from the available approved traffic studies or from calculations based on the ITE trip generation rates. Table D summarizes the list of cumulative projects and their trip generation estimates. Trip distribution for the cumulative projects is based on the available approved traffic studies or has been estimated by LSA. Figure 7 shows the locations of the cumulative projects. Figure 8 shows the cumulative project trips at the study area intersections.

LSA

Table D: Summary of Cumulative Projects

Project No.	Project Name	Project Address	Project Description	ADT	AM			PM		
					In	Out	Total	In	Out	Total
City of Cypress										
1	Barton Place Mixed-Use (Ovation)[1]	Northeast corner of Katella and Enterprise	244 du Senior Housing 35,600 sf Retail 11,376 sf Restaurant	1,954	65	60	125	61	48	109
2	SRM Cypress (Westmont)	Northeast corner of Katella and Enterprise	129 bed Assisted Living 13,700 sf Retail	852	23	14	37	38	48	86
3	Bonanni Development	4620 Lincoln Ave	67 du Apartments	364	6	18	24	18	11	29
4	Cypress City Center	North of Katella between Siboney and Winners	20,800 sf Retail 251 du Apartments 120 room Hotel 10 screen Movie Theater	4978	68	96	164	176	147	323
City of Los Alamitos										
5	Residential Development[2]	10845 Cherry St	1 Duplex	15	0	1	1	1	0	1
6	Los Alamitos Luxury Apartments[3]	3342 Cerritos Ave	107 du Apartments	783	11	38	49	38	22	60
7	Residential Development	10922 Walnut St	4 du Apartments	29	0	1	1	1	1	2
8	Residential Development	3751 Farquhar Ave	4 du Condominiums	29	0	1	1	1	1	2
9	Cottonwood Church Site Residential Development[4]	3311 Sausalito St	50 du Condominiums	291	4	18	22	17	9	26
10	Residential Development	4071 Farquhar Ave	5 du Condominiums	37	1	2	3	2	1	3
11	Residential Development	4061 Farquhar Ave	5 du Condominiums	37	1	2	3	2	1	3
12	Residential Development[2]	10700 Regan St	1 Duplex	15	0	1	1	1	0	1
13	Commercial Development	5250 Katella Ave	2,400 sf Coffee Shop 2,800 sf Restaurant	2,283	124	118	242	69	62	131
14	Hotel Development	10650 Los Alamitos Blvd	107 room Hotel	895	30	20	50	33	31	64
City of Garden Grove										
15	Mixed Use Development	12101 - 12111 Valley View St	4,241 sf Automatic Car Wash 1,870 sf Drive-through Restaurant 2,700 sf Sit-down Restaurant 2,846 sf Movie Theater	1,707	53	49	102	95	70	165
City of Stanton										
16	Commercial Development	10580 - 10600 Beach Blvd	4,100 sf Retail 850 sf Warehouse	156	2	1	3	8	8	16
17	Residential Development	7320 Katella Ave	6 unit Townhouses	44	1	2	3	2	1	3
Total				**14,469**	**389**	**442**	**831**	**563**	**461**	**1,024**

note:

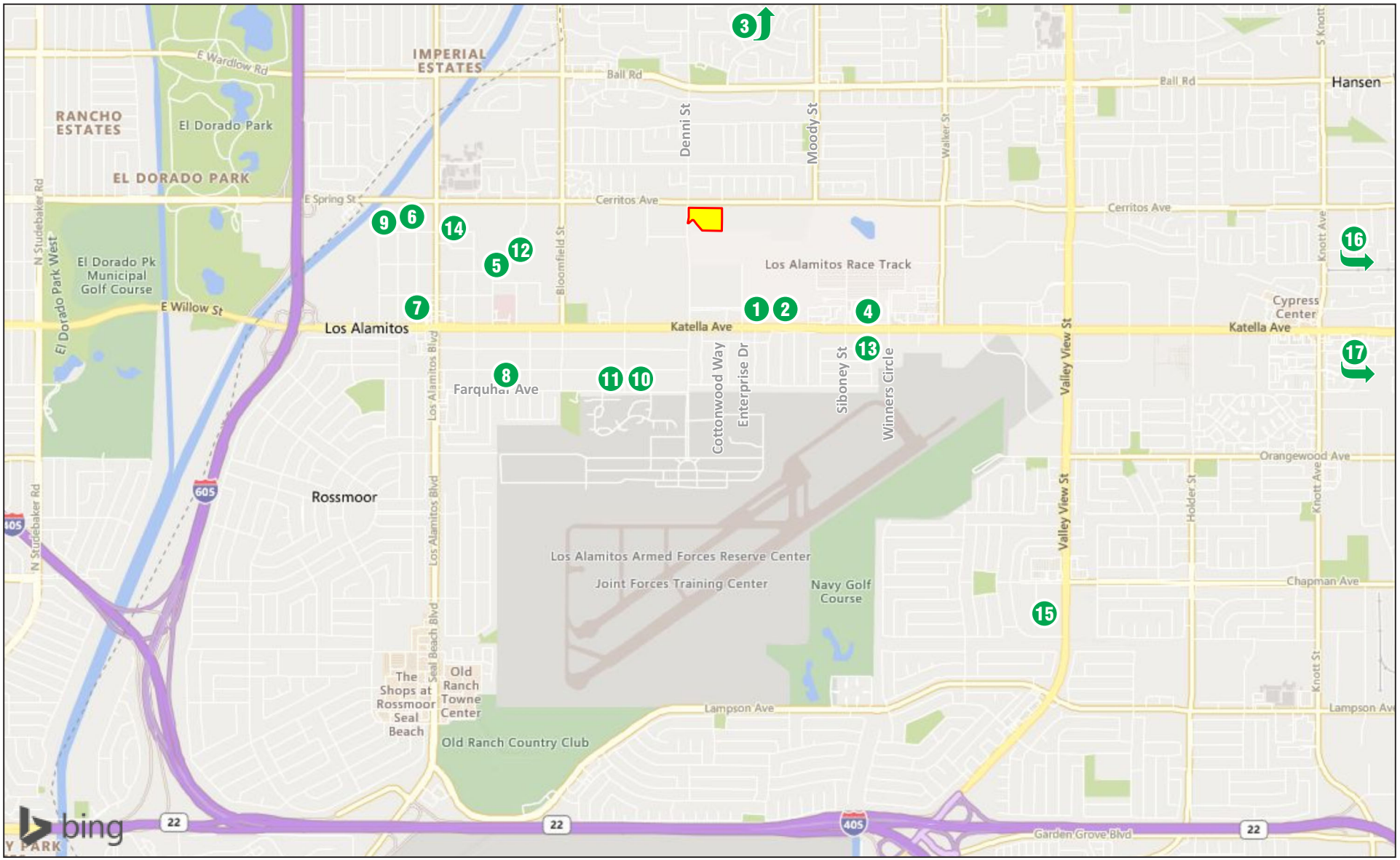
[1] At the time of preparation of this traffic study, 40% of the project was completed, and 60% was incomplete. Trips show the incomplete part of the total project trips (60%).

[2] Trips for duplex were estimated as 2 apartment units.

[3] Trip generation referenced from the Los Alamitos Luxury Apartments Initial Study (2018).

[4] Trip generation referenced from the Cottonwood Church Site Residential Development Traffic Impact Study (2017).

ADT = average daily trips



LSA

LEGEND

- Project Site
- # - Cumulative Projects

0 1500 3000

FEET

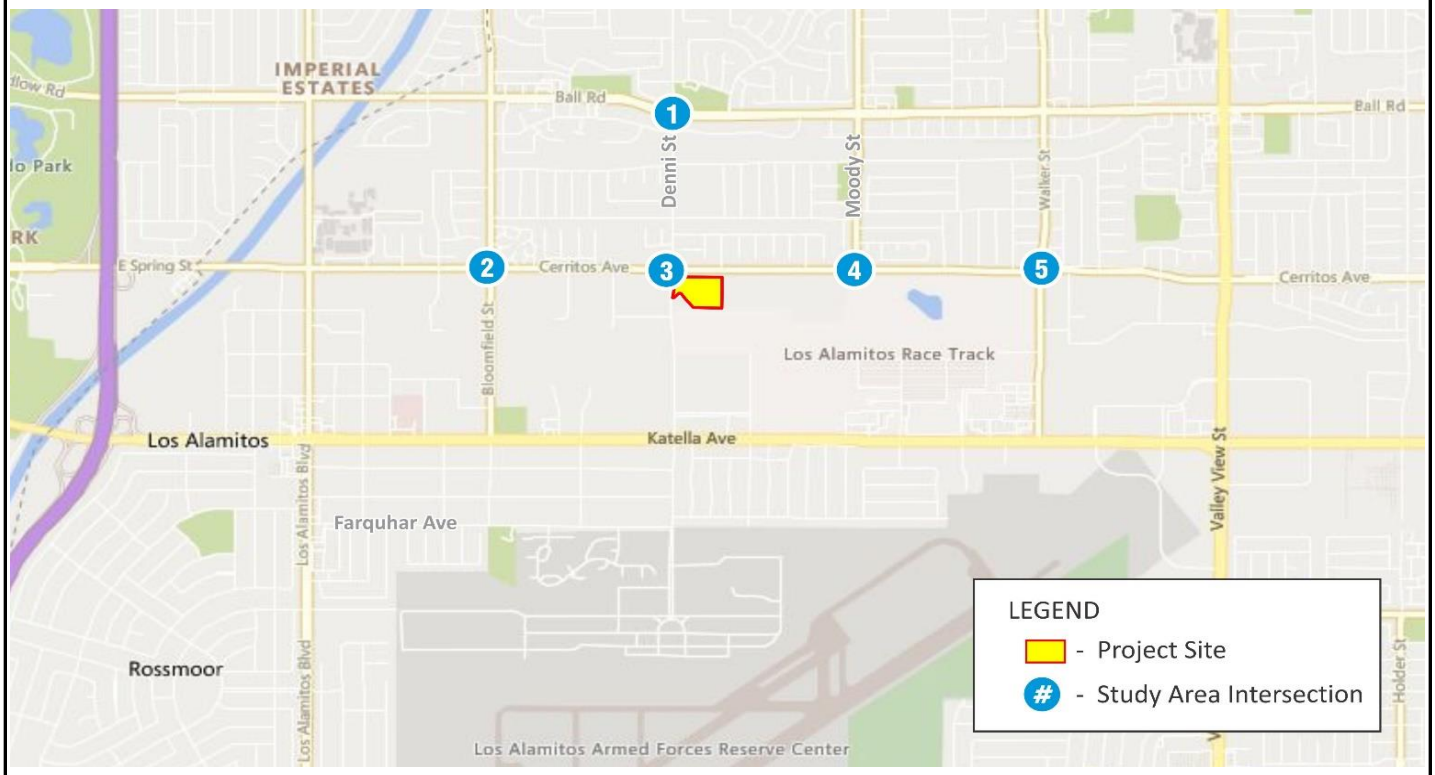
SOURCE: Bing Maps

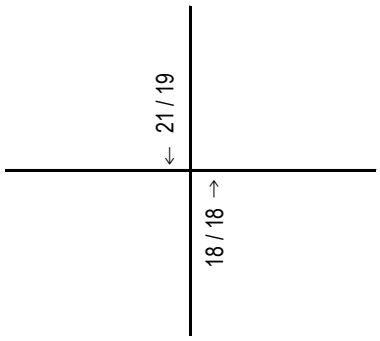
FIGURE 7

City of Cypress Sports Park

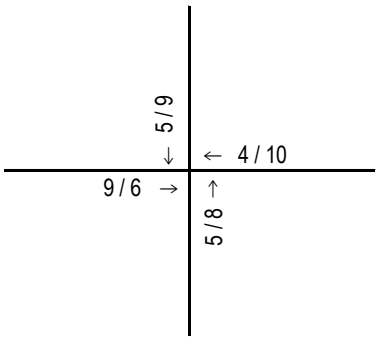
Location of Cumulative Projects

I:\CCP1903\G\Traffic\Cumulative Projects.cdr (7/19/2019)

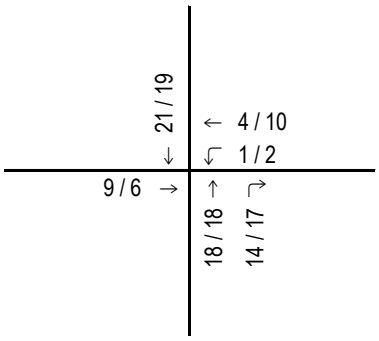




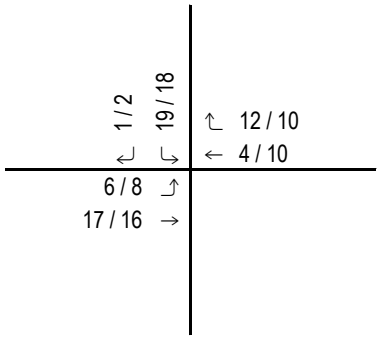
1 Denni St/Ball Rd



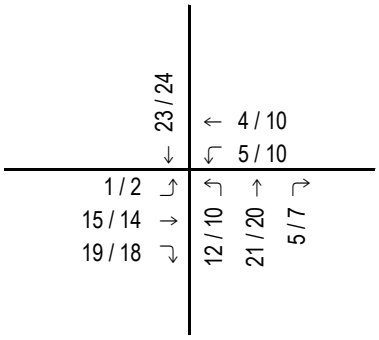
2 Bloomfield St/Cerritos Ave



3 Denni St/Cerritos Ave



4 Moody St/Cerritos Ave



5 Walker St/Cerritos Ave

LSA

XXX / YYY AM / PM Volume

N

FIGURE 8

City of Cypress Sports Park

Cumulative Projects Peak-Hour Volumes

The ambient growth and cumulative project trips at the study area intersections were added to the existing peak-hour volumes to develop the Project Opening Year conditions. Figure 9 shows the Project Opening Year peak-hour volumes. Table E summarizes the results of the Project Opening Year LOS analysis for the study area intersections. The Project Opening Year ICU worksheets are contained in Appendix B. As shown in Table E, all study area intersections are forecast to operate at satisfactory LOS during both peak hours in the Project Opening Year conditions.

PROJECT OPENING YEAR PLUS PROJECT CONDITIONS

To determine the Project Opening Year Plus Project conditions, the net traffic generated by the project was added to the project opening year traffic volumes at the study area intersections. Figure 10 shows the resulting Project Opening Year Plus Project peak-hour traffic volumes.

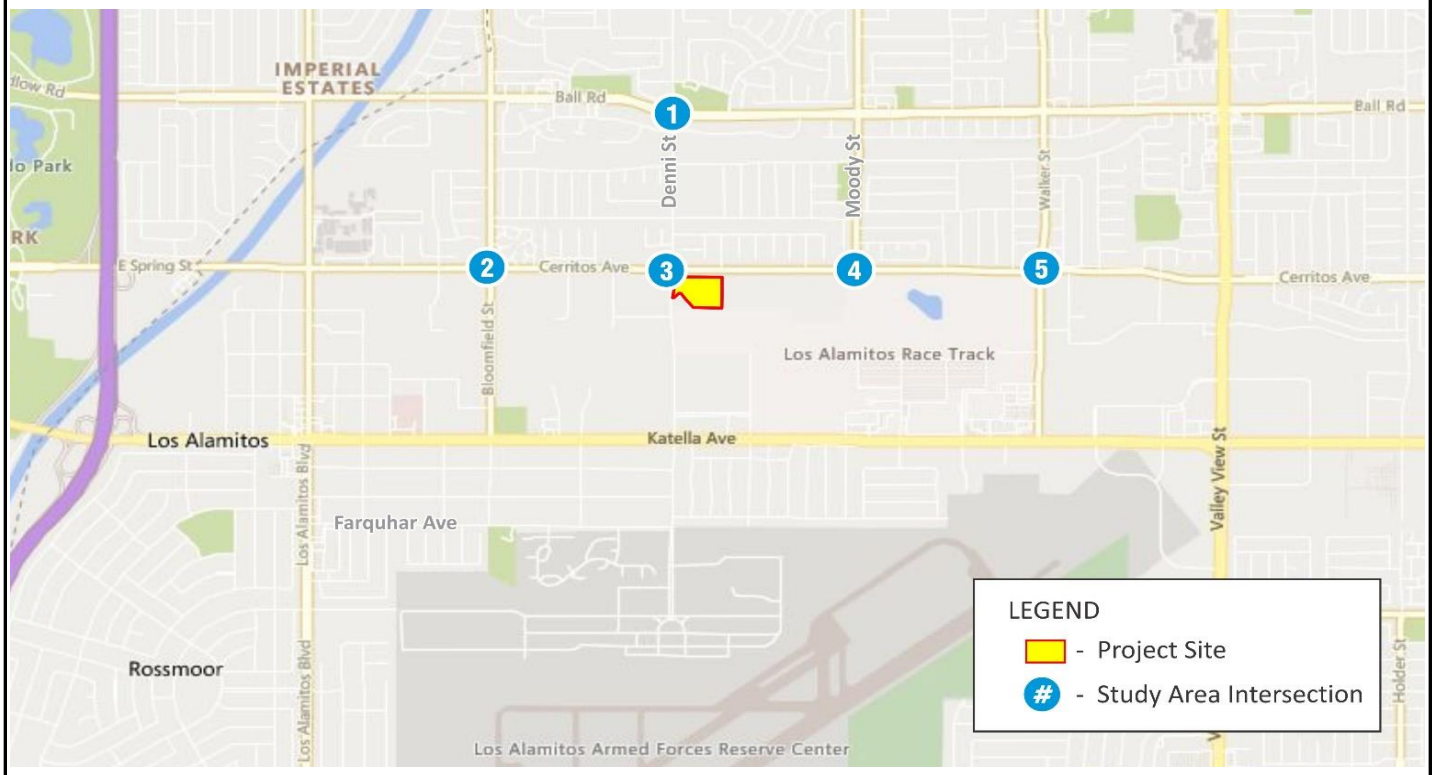
Table F summarizes the results of the Project Opening Year Plus Project peak-hour LOS analysis for the study area intersections. The Project Opening Year Plus Project ICU and HCM worksheets are contained in Appendices B and C, respectively. As shown in Table F, with the addition of the project, all study area intersections are forecast to operate at satisfactory LOS during both peak hours.

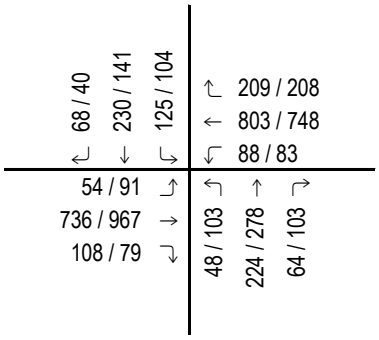
ACCESS AND ON-SITE CIRCULATION ANALYSIS

Vehicle access to the project site would be provided via a right-turn-in/out and left-turn-in only driveway on Cerritos Avenue and a full access driveway on Lexington Drive. An LOS analysis has been conducted at the proposed driveways in the plus project conditions. Based on the results of this analysis, both project driveways are forecast to operate at LOS C or better during both peak hours in the Existing Plus Project and Cumulative Plus Project conditions.

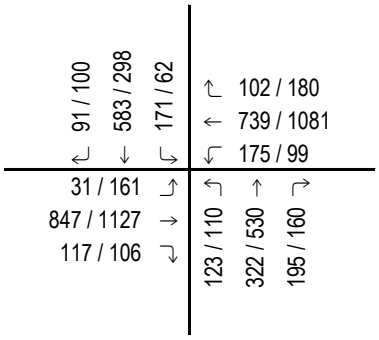
Sight Distance Analysis

A sight distance analysis was conducted along Lexington Drive and Cerritos Avenue at the proposed driveways to ensure driver visibility and safety. In the project vicinity, the speed limit for Lexington Drive and Cerritos Avenue is 35 mph and 45 mph, respectively. According to Table 6C-2 of the 2014 Edition of the Caltrans (California Department of Transportation) and CalSTA (California State Transportation Agency) *California Manual on Uniform Traffic Control Devices* (CAMUTCD), the stopping sight distances for roadways with speed limits of 35 mph and 45 mph are 250 feet (ft) and 360 ft, respectively. Both driveways will be designed to provide adequate sight distance based on requirements specified in the CAMUTCD with no sight distance obstructions, and will provide a safe right-turn out movement.

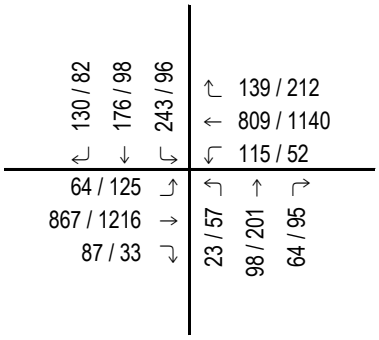




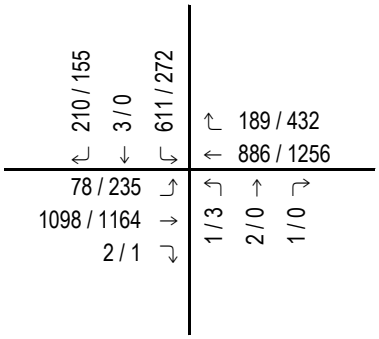
1 Denni St/Ball Rd



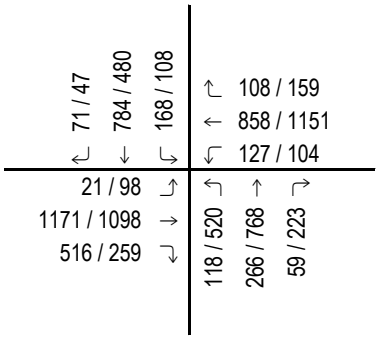
2 Bloomfield St/Cerritos Ave



3 Denni St/Cerritos Ave



4 Moody St/Cerritos Ave



5 Walker St/Cerritos Ave

LSA

XXX / YYY AM / PM Volume

N

FIGURE 9

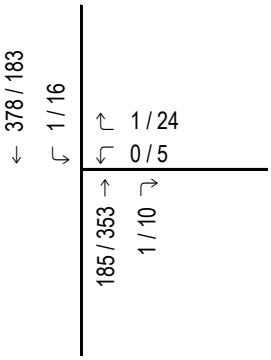
City of Cypress Sports Park

Cumulative (Opening Year) Peak-Hour Volumes

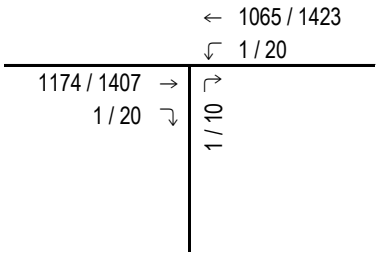
Table E: Cumulative Level of Service Summary

	Intersection	Control	Peak Hour	Cumulative	
				ICU	LOS
1	Denni Street/Ball Road	Signal	AM	0.537	A
			PM	0.580	A
2	Bloomfield Street/Cerritos Avenue	Signal	AM	0.707	C
			PM	0.755	C
3	Denni Street-Lexington Drive/Cerritos Avenue	Signal	AM	0.624	B
			PM	0.786	C
4	Moody Street/Cerritos Avenue	Signal	AM	0.594	A
			PM	0.778	C
5	Walker Street/Cerritos Avenue	Signal	AM	0.714	C
			PM	0.754	C
6	Lexington Drive/Project Driveway	OWSC	AM	N/A	-
			PM	N/A	-
7	Project Driveway/Cerritos Avenue	OWSC	AM	N/A	-
			PM	N/A	-

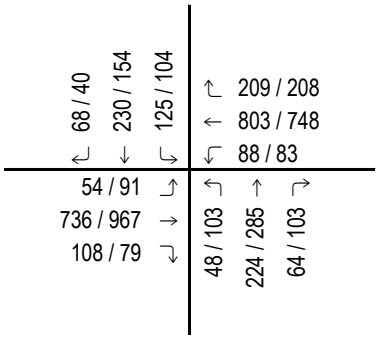
ICU = Intersection Capacity Utilization
LOS = level of service
N/A = not applicable
OWSC = one-way stop control



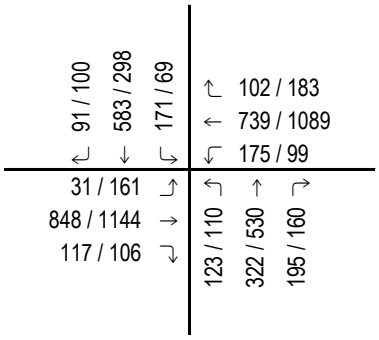
6 Lexington Dr/Project Dwy



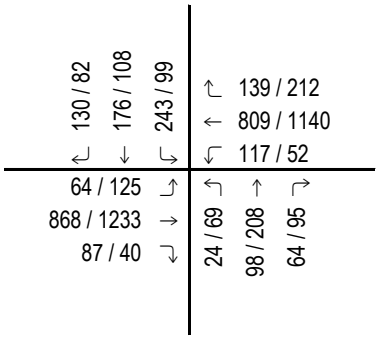
7 Project Dwy/Cerritos Ave



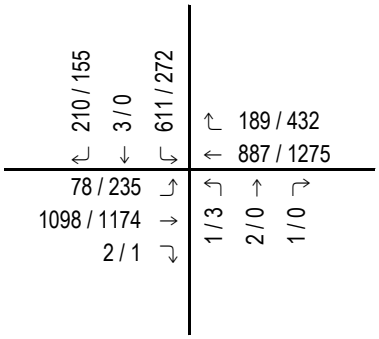
1 Denni St/Ball Rd



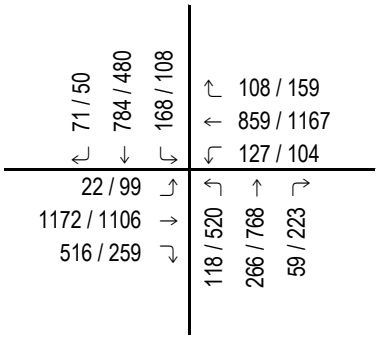
2 Bloomfield St/Cerritos Ave



3 Denni St/Cerritos Ave



4 Moody St/Cerritos Ave



5 Walker St/Cerritos Ave

LSA

XXX / YYY AM / PM Volume

N

FIGURE 10

City of Cypress Sports Park

Cumulative (Opening Year) Plus Project Peak-Hour Volumes

P:\CCP1903\Traffic\xls\Figures\Fig 10 - Cumulative (Opening Year) Plus Project Peak-Hour Volumes.xls (8/16/2019)

Table F: Cumulative Plus Project Intersection Level of Service Summary

Intersection		Control	Peak Hour	Cumulative		Cumulative plus Project		Project Impact	
				ICU	LOS	ICU/ Delay	LOS	Δ ICU	Yes/No
1	Denni Street/Ball Road	Signal	AM	0.537	A	0.537	A	0.000	No
			PM	0.580	A	0.582	A	0.002	No
2	Bloomfield Street/ Cerritos Avenue	Signal	AM	0.707	C	0.707	C	0.000	No
			PM	0.755	C	0.762	C	0.007	No
3	Denni Street-Lexington Drive/Cerritos Avenue[1]	Signal	AM	0.624	B	0.573	A	-0.050	No
			PM	0.786	C	0.707	C	-0.079	No
4	Moody Street/Cerritos Avenue	Signal	AM	0.594	A	0.594	A	0.000	No
			PM	0.778	C	0.784	C	0.006	No
5	Walker Street/Cerritos Avenue	Signal	AM	0.714	C	0.714	C	0.000	No
			PM	0.754	C	0.760	C	0.006	No
6	Lexington Drive/Project Driveway	OWSC	AM	N/A	-	9.3	A	N/A	-
			PM	N/A	-	11.2	B	N/A	-
7	Project Driveway/ Cerritos Avenue	OWSC	AM	N/A	-	13.6	B	N/A	-
			PM	N/A	-	15.9	C	N/A	-

[1] Added lanes with the project.
ICU = Intersection Capacity Utilization
LOS = level of service
N/A = not applicable
OWSC = one-way stop control
Delay is reported in seconds.

CONCLUSIONS

Based on the results of this analysis, implementation of the proposed project would not result in any significant project-related impacts to the surrounding roadway system. The evaluation of the study area intersections shows that the addition of project traffic would not create significant adverse impacts in the existing or cumulative conditions.

Based on the site plan layout, adequate access and on-site circulation would be provided.

REFERENCES

California Department of Transportation (Caltrans) and California State Transportation Agency (CalSTA). 2014. *California Manual on Uniform Traffic Control Devices* (CAMUTCD).

City of Cypress. 2000. General Plan Circulation Element.

County of Orange. 2017. *Orange County Congestion Management Program*.

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Transportation Research Board. 2016. *Highway Capacity Manual*, 6th Edition.

APPENDIX A

EXISTING TRAFFIC VOLUMES

Prepared by NDS/ATD

VOLUME

Denni St Bet. Orange Ave & Ball Rd

Day: Thursday
Date: 4/6/2017

City: Cypress
Project #: Historical

DAILY TOTALS	NB	SB	EB	WB	Total
	4,438	3,724	0	0	8,162

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	4		8				12		**12:00**	52		53				105	
0:15	4		3				7		**12:15**	53		40				93	
0:30	11		2				13		**12:30**	61		35				96	
0:45	1	20	1	14			2	34	**12:45**	73	239	47	175			120	414
1:00	5		2				7		**13:00**	71		80				151	
1:15	2		2				4		**13:15**	58		92				150	
1:30	5		1				6		**13:30**	58		48				106	
1:45	1	13	2	7			3	20	**13:45**	95	282	40	260			135	542
2:00	2		1				3		**14:00**	107		40				147	
2:15	3		0				3		**14:15**	92		76				168	
2:30	2		2				4		**14:30**	90		89				179	
2:45	0	7	1	4			1	11	**14:45**	84	373	50	255			134	628
3:00	1		0				1		**15:00**	71		85				156	
3:15	1		1				2		**15:15**	66		56				122	
3:30	3		6				9		**15:30**	68		52				120	
3:45	1	6	1	8			2	14	**15:45**	85	290	60	253			145	543
4:00	2		2				4		**16:00**	97		66				163	
4:15	4		3				7		**16:15**	92		59				151	
4:30	3		8				11		**16:30**	113		65				178	
4:45	5	14	18	31			23	45	**16:45**	97	399	73	263			170	662
5:00	5		10				15		**17:00**	99		58				157	
5:15	6		15				21		**17:15**	121		60				181	
5:30	6		17				23		**17:30**	105		64				169	
5:45	11	28	14	56			25	84	**17:45**	104	429	79	261			183	690
6:00	13		13				26		**18:00**	98		66				164	
6:15	25		36				61		**18:15**	75		76				151	
6:30	32		38				70		**18:30**	88		66				154	
6:45	45	115	50	137			95	252	**18:45**	64	325	84	292			148	617
7:00	59		56				115		**19:00**	66		81				147	
7:15	120		70				190		**19:15**	49		92				141	
7:30	203		126				329		**19:30**	67		57				124	
7:45	189	571	144	396			333	967	**19:45**	41	223	45	275			86	498
8:00	125		110				235		**20:00**	52		33				85	
8:15	62		60				122		**20:15**	29		31				60	
8:30	44		53				97		**20:30**	28		27				55	
8:45	43	274	54	277			97	551	**20:45**	30	139	22	113			52	252
9:00	30		39				69		**21:00**	22		27				49	
9:15	34		39				73		**21:15**	23		21				44	
9:30	45		31				76		**21:30**	31		21				52	
9:45	49	158	42	151			91	309	**21:45**	26	102	10	79			36	181
10:00	38		35				73		**22:00**	31		26				57	
10:15	27		31				58		**22:15**	12		12				24	
10:30	37		37				74		**22:30**	13		11				24	
10:45	40	142	52	155			92	297	**22:45**	8	64	7	56			15	120
11:00	39		35				74		**23:00**	9		12				21	
11:15	52		45				97		**23:15**	11		9				20	
11:30	64		49				113		**23:30**	3		3				6	
11:45	41	196	47	176			88	372	**23:45**	6	29	6	30			12	59
TOTALS		1544		1412				**2956**	**TOTALS**		2894		2312				**5206**
SPLIT %		52.2%		47.8%				**36.2%**	**SPLIT %**		55.6%		44.4%				**63.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	4,438	3,724	0	0	8,162

AM Peak Hour	7:15	7:15			**7:15**	**PM Peak Hour**	16:30	18:30			**17:15**
AM Pk Volume	637	450			**1087**	**PM Pk Volume**	430	323			**697**
Pk Hr Factor	0.784	0.781			**0.816**	**Pk Hr Factor**	0.888	0.878			**0.952**
7 - 9 Volume	845	673	0	0	**1518**	**4 - 6 Volume**	828	524	0	0	**1352**
7 - 9 Peak Hour	7:15	7:15			**7:15**	**4 - 6 Peak Hour**	16:30	16:00			**17:00**
7 - 9 Pk Volume	637	450	0	0	**1087**	**4 - 6 Pk Volume**	430	263	0	0	**690**
Pk Hr Factor	0.784	0.781	0.000	0.000	**0.816**	**Pk Hr Factor**	0.888	0.901	0.000	0.000	**0.943**

Prepared by NDS/ATD

VOLUME

Denni St Bet. Ball Rd & Cerritos Ave

Day: Thursday
Date: 4/6/2017

City: Cypress
Project #: Historical

DAILY TOTALS	NB	SB	EB	WB	Total
	4,408	3,478	0	0	7,886

AM Period	NB		SB		EB		WB		TOTAL	
0:00	5		5						10	
0:15	4		2						6	
0:30	17		2						19	
0:45	3	29	1	10					4	39
1:00	2		4						6	
1:15	3		2						5	
1:30	5		2						7	
1:45	6	16	0	8					6	24
2:00	1		1						2	
2:15	2		0						2	
2:30	3		0						3	
2:45	1	7	1	2					2	9
3:00	1		0						1	
3:15	2		2						4	
3:30	1		12						13	
3:45	3	7	9	23					12	30
4:00	5		1						6	
4:15	2		7						9	
4:30	8		15						23	
4:45	4	19	23	46					27	65
5:00	4		12						16	
5:15	2		13						15	
5:30	9		16						25	
5:45	5	20	29	70					34	90
6:00	15		20						35	
6:15	20		38						58	
6:30	23		51						74	
6:45	31	89	53	162					84	251
7:00	40		78						118	
7:15	66		76						142	
7:30	99		122						221	
7:45	108	313	146	422					254	735
8:00	94		110						204	
8:15	99		84						183	
8:30	51		63						114	
8:45	39	283	66	323					105	606
9:00	33		57						90	
9:15	37		46						83	
9:30	35		40						75	
9:45	39	144	49	192					88	336
10:00	40		38						78	
10:15	48		44						92	
10:30	40		49						89	
10:45	33	161	55	186					88	347
11:00	54		37						91	
11:15	79		45						124	
11:30	99		36						135	
11:45	54	286	48	166					102	452
TOTALS		1374		1610						2984
SPLIT %		46.0%		54.0%						37.8%

PM Period	NB		SB		EB		WB		TOTAL	
12:00	59		49						108	
12:15	54		51						105	
12:30	60		45						105	
12:45	66	239	52	197					118	436
13:00	52		60						112	
13:15	51		64						115	
13:30	66		47						113	
13:45	65	234	40	211					105	445
14:00	59		47						106	
14:15	76		44						120	
14:30	80		74						154	
14:45	79	294	58	223					137	517
15:00	93		57						150	
15:15	80		56						136	
15:30	85		41						126	
15:45	92	350	42	196					134	546
16:00	88		59						147	
16:15	81		56						137	
16:30	128		54						182	
16:45	107	404	55	224					162	628
17:00	115		50						165	
17:15	105		48						153	
17:30	113		53						166	
17:45	124	457	53	204					177	661
18:00	107		43						150	
18:15	95		49						144	
18:30	81		46						127	
18:45	98	381	58	196					156	577
19:00	84		62						146	
19:15	59		58						117	
19:30	61		31						92	
19:45	53	257	47	198					100	455
20:00	57		33						90	
20:15	48		23						71	
20:30	51		22						73	
20:45	28	184	16	94					44	278
21:00	36		24						60	
21:15	33		16						49	
21:30	27		28						55	
21:45	20	116	4	72					24	188
22:00	33		11						44	
22:15	22		5						27	
22:30	14		10						24	
22:45	16	85	10	36					26	121
23:00	11		4						15	
23:15	11		6						17	
23:30	6		5						11	
23:45	5	33	2	17					7	50
TOTALS		3034		1868						4902
SPLIT %		61.9%		38.1%						62.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,408	3,478	0	0	7,886

AM Peak Hour	7:30	7:30				PM Peak Hour	17:00	14:30			
AM Pk Volume	400	462				PM Pk Volume	457	245			
Pk Hr Factor	0.926	0.791				Pk Hr Factor	0.921	0.828			
7 - 9 Volume	596	745	0	0		4 - 6 Volume	861	428	0	0	
7 - 9 Peak Hour	7:30	7:30				4 - 6 Peak Hour	17:00	16:00			
7 - 9 Pk Volume	400	462	0	0		4 - 6 Pk Volume	457	224	0	0	
Pk Hr Factor	0.926	0.791	0.000	0.000		Pk Hr Factor	0.921	0.949	0.000	0.000	
	7:30				7:30		16:30				16:30
	862				862		662				662
	0.848				0.848		0.909				0.909
	1341				1341		1289				1289
	7:30				7:30		16:30				16:30
	862				862		662				662
	0.848				0.848		0.909				0.909

Prepared by NDS/ATD

VOLUME

Ball Rd Bet. Denni St & Moody St

Day: Thursday
Date: 3/9/2017

City: Cypress
Project #: Historical

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,735	10,922	21,657

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			14		12		26		12:00			121		140		261	
0:15			19		11		30		12:15			160		155		315	
0:30			9		8		17		12:30			145		146		291	
0:45			6	48	8	39	14	87	12:45			135	561	145	586	280	1147
1:00			10		11		21		13:00			141		160		301	
1:15			7		10		17		13:15			162		145		307	
1:30			5		11		16		13:30			149		148		297	
1:45			5	27	5	37	10	64	13:45			139	591	173	626	312	1217
2:00			5		2		7		14:00			161		173		334	
2:15			11		3		14		14:15			168		181		349	
2:30			4		2		6		14:30			210		142		352	
2:45			5	25	1	8	6	33	14:45			210	749	181	677	391	1426
3:00			4		2		6		15:00			183		199		382	
3:15			8		8		16		15:15			201		185		386	
3:30			4		7		11		15:30			176		193		369	
3:45			8	24	10	27	18	51	15:45			225	785	204	781	429	1566
4:00			7		10		17		16:00			223		219		442	
4:15			10		16		26		16:15			222		210		432	
4:30			16		18		34		16:30			221		211		432	
4:45			26	59	22	66	48	125	16:45			192	858	238	878	430	1736
5:00			24		34		58		17:00			231		255		486	
5:15			29		27		56		17:15			269		270		539	
5:30			61		46		107		17:30			265		250		515	
5:45			45	159	55	162	100	321	17:45			242	1007	249	1024	491	2031
6:00			71		84		155		18:00			224		214		438	
6:15			93		90		183		18:15			224		226		450	
6:30			126		127		253		18:30			183		146		329	
6:45			148	438	191	492	339	930	18:45			166	797	118	704	284	1501
7:00			177		212		389		19:00			148		161		309	
7:15			231		297		528		19:15			137		125		262	
7:30			288		276		564		19:30			131		98		229	
7:45			302	998	298	1083	600	2081	19:45			102	518	99	483	201	1001
8:00			236		212		448		20:00			94		95		189	
8:15			208		194		402		20:15			96		90		186	
8:30			166		184		350		20:30			110		82		192	
8:45			168	778	160	750	328	1528	20:45			57	357	95	362	152	719
9:00			112		175		287		21:00			86		89		175	
9:15			119		139		258		21:15			71		80		151	
9:30			104		152		256		21:30			65		71		136	
9:45			132	467	106	572	238	1039	21:45			45	267	76	316	121	583
10:00			136		103		239		22:00			55		69		124	
10:15			128		123		251		22:15			41		41		82	
10:30			120		104		224		22:30			42		33		75	
10:45			92	476	115	445	207	921	22:45			25	163	35	178	60	341
11:00			109		100		209		23:00			21		32		53	
11:15			130		122		252		23:15			26		31		57	
11:30			115		152		267		23:30			21		16		37	
11:45			134	488	148	522	282	1010	23:45			27	95	25	104	52	199
TOTALS				3987		4203		**8190**	TOTALS				6748		6719		**13467**
SPLIT %				48.7%		51.3%		**37.8%**	SPLIT %				50.1%		49.9%		**62.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,735	10,922	21,657

AM Peak Hour				7:15	7:00	**7:15**	PM Peak Hour				17:00	17:00	**17:00**
AM Pk Volume				1057	1083	**2140**	PM Pk Volume				1007	1024	**2031**
Pk Hr Factor				0.875	0.909	**0.892**	Pk Hr Factor				0.936	0.948	**0.942**
7 - 9 Volume	0	0		1776	1833	**3609**	4 - 6 Volume	0	0		1865	1902	**3767**
7 - 9 Peak Hour				7:15	7:00	**7:15**	4 - 6 Peak Hour				17:00	17:00	**17:00**
7 - 9 Pk Volume	0	0		1057	1083	**2140**	4 - 6 Pk Volume	0	0		1007	1024	**2031**
Pk Hr Factor	0.000	0.000		0.875	0.909	**0.892**	Pk Hr Factor	0.000	0.000		0.936	0.948	**0.942**

Prepared by NDS/ATD

VOLUME

Ball Rd Bet. Bloomfield St & Denni St

Day: Thursday
Date: 3/9/2017

City: Cypress
Project #: Historical

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,664	11,122	21,786

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			18		10		28		12:00			147		141		288	
0:15			16		6		22		12:15			163		162		325	
0:30			11		13		24		12:30			148		136		284	
0:45			3	48	11	40	14	88	12:45			154	612	146	585	300	1197
1:00			8		6		14		13:00			132		160		292	
1:15			9		10		19		13:15			146		149		295	
1:30			4		10		14		13:30			152		166		318	
1:45			4	25	5	31	9	56	13:45			136	566	149	624	285	1190
2:00			6		1		7		14:00			137		166		303	
2:15			7		3		10		14:15			159		167		326	
2:30			4		2		6		14:30			189		134		323	
2:45			4	21	1	7	5	28	14:45			218	703	165	632	383	1335
3:00			5		1		6		15:00			169		203		372	
3:15			8		7		15		15:15			216		183		399	
3:30			4		5		9		15:30			186		208		394	
3:45			7	24	9	22	16	46	15:45			228	799	190	784	418	1583
4:00			6		10		16		16:00			237		238		475	
4:15			9		14		23		16:15			218		190		408	
4:30			11		20		31		16:30			239		198		437	
4:45			20	46	26	70	46	116	16:45			208	902	245	871	453	1773
5:00			19		34		53		17:00			280		271		551	
5:15			21		40		61		17:15			272		246		518	
5:30			50		59		109		17:30			298		258		556	
5:45			39	129	58	191	97	320	17:45			271	1121	242	1017	513	2138
6:00			50		89		139		18:00			225		231		456	
6:15			78		87		165		18:15			223		200		423	
6:30			106		150		256		18:30			196		178		374	
6:45			136	370	207	533	343	903	18:45			171	815	123	732	294	1547
7:00			150		223		373		19:00			165		165		330	
7:15			184		280		464		19:15			141		121		262	
7:30			266		267		533		19:30			122		92		214	
7:45			284	884	289	1059	573	1943	19:45			110	538	78	456	188	994
8:00			198		272		470		20:00			104		91		195	
8:15			171		215		386		20:15			110		90		200	
8:30			153		225		378		20:30			117		79		196	
8:45			152	674	192	904	344	1578	20:45			72	403	89	349	161	752
9:00			107		189		296		21:00			83		74		157	
9:15			105		153		258		21:15			74		64		138	
9:30			104		160		264		21:30			78		69		147	
9:45			116	432	117	619	233	1051	21:45			61	296	54	261	115	557
10:00			143		121		264		22:00			63		52		115	
10:15			115		143		258		22:15			42		40		82	
10:30			118		122		240		22:30			47		38		85	
10:45			105	481	120	506	225	987	22:45			22	174	27	157	49	331
11:00			124		112		236		23:00			30		29		59	
11:15			132		129		261		23:15			28		26		54	
11:30			110		161		271		23:30			22		19		41	
11:45			131	497	173	575	304	1072	23:45			24	104	23	97	47	201
TOTALS				3631		4557		8188	TOTALS				7033		6565		13598
SPLIT %				44.3%		55.7%		37.6%	SPLIT %				51.7%		48.3%		62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,664	11,122	21,786

AM Peak Hour				7:15	7:15	7:15		PM Peak Hour				17:00	16:45	17:00	
AM Pk Volume				932	1108	2040		PM Pk Volume				1121	1020	2138	
Pk Hr Factor				0.820	0.958	0.890		Pk Hr Factor				0.940	0.941	0.961	
7 - 9 Volume	0	0		1558	1963	3521		4 - 6 Volume	0	0		2023	1888	3911	
7 - 9 Peak Hour				7:15	7:15	7:15		4 - 6 Peak Hour				17:00	16:45	17:00	
7 - 9 Pk Volume	0	0		932	1108	2040		4 - 6 Pk Volume	0	0		1121	1020	2138	
Pk Hr Factor	0.000	0.000		0.820	0.958	0.890		Pk Hr Factor	0.000	0.000		0.940	0.941	0.961	

ITM Peak Hour Summary

Prepared by:

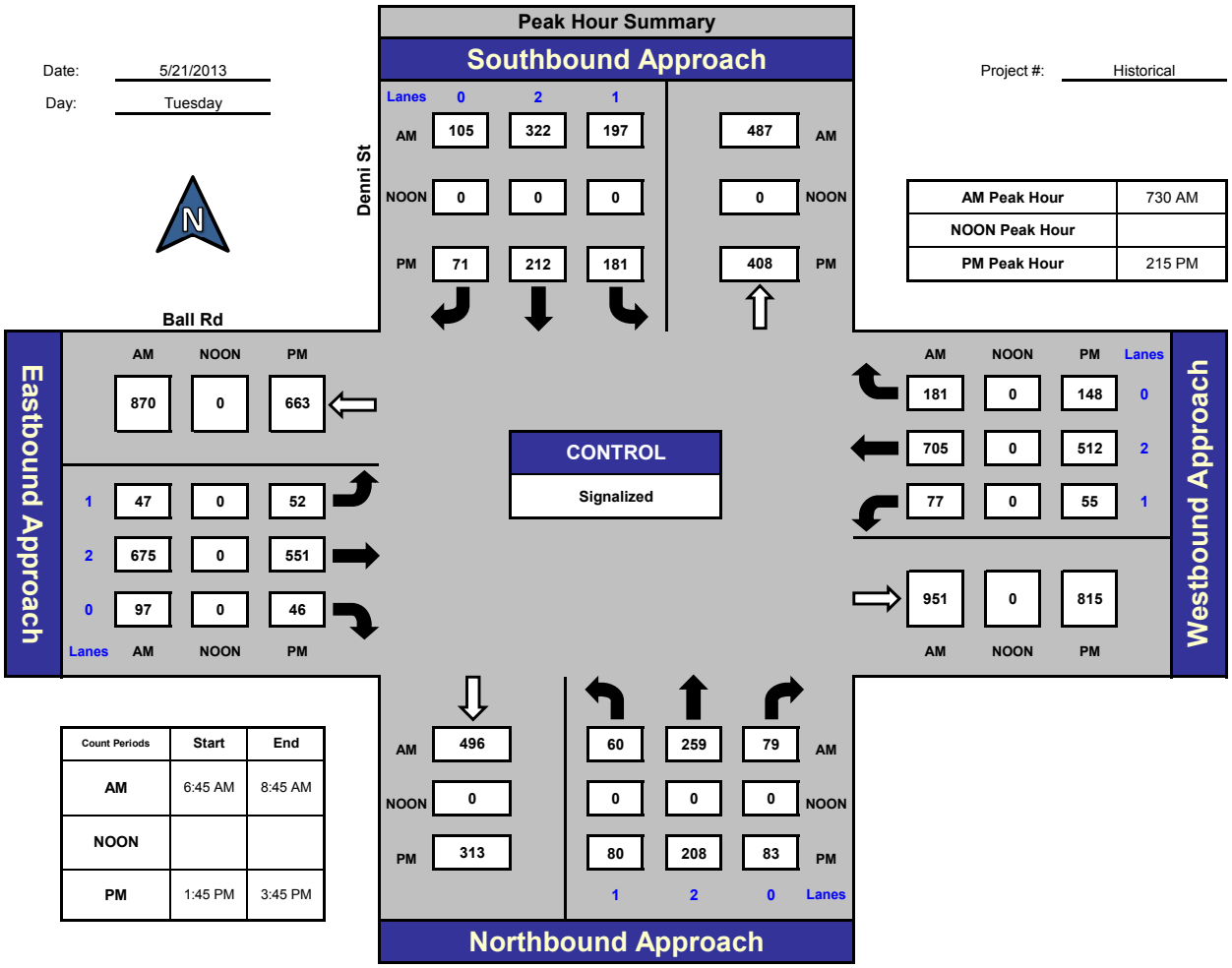
National Data & Surveying Services

Denni St and Ball Rd , City of Cypress

Date: 5/21/2013

Day: Tuesday

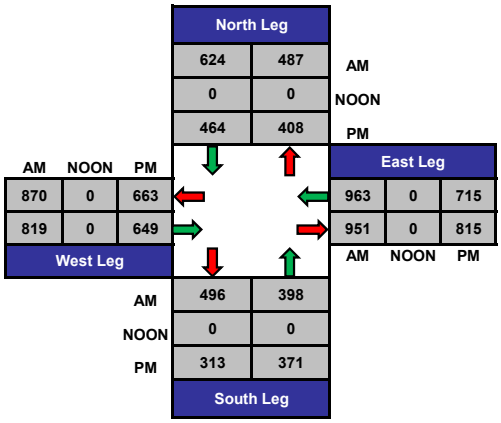
Project #: Historical



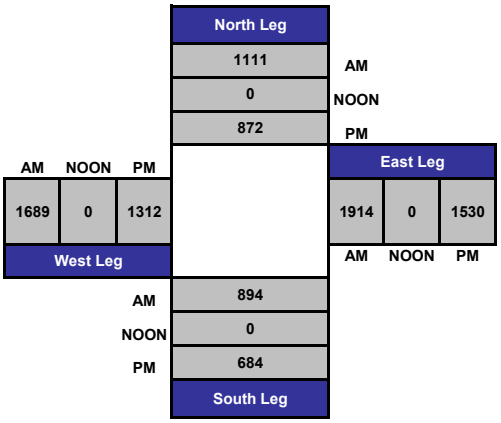
AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	215 PM

Count Periods	Start	End
AM	6:45 AM	8:45 AM
NOON		
PM	1:45 PM	3:45 PM

Total Ins & Outs



Total Volume Per Leg



National Data & Surveying Services

Intersection Turning Movement Count

Location: Bloomfield St & Cerritos Ave
City: Cypress
Control: Signalized

Project ID: 18-01205-021
Date: 10/10/2018

Total

NS/EW Streets:	Bloomfield St				Bloomfield St				Cerritos Ave				Cerritos Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	54	31	17	0	24	88	66	0	13	165	57	0	37	241	11	0	804
7:15 AM	20	27	26	0	29	113	29	0	11	167	39	0	28	183	13	0	685
7:30 AM	29	74	46	0	44	163	22	0	3	191	32	0	48	180	31	0	863
7:45 AM	33	105	58	0	43	161	20	0	10	201	36	0	52	177	22	0	918
8:00 AM	29	65	41	0	32	133	25	0	11	194	21	0	34	174	10	0	769
8:15 AM	30	68	47	0	49	112	23	0	7	240	26	0	38	193	37	0	870
8:30 AM	33	49	55	0	57	120	22	0	11	196	18	0	35	208	39	0	843
8:45 AM	9	42	13	0	22	96	25	0	11	178	18	0	24	166	16	0	620
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	237	461	303	0	300	986	232	0	77	1532	247	0	296	1522	179	0	6372
APPROACH %'s :	23.68%	46.05%	30.27%	0.00%	19.76%	64.95%	15.28%	0.00%	4.15%	82.54%	13.31%	0.00%	14.82%	76.21%	8.96%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	121	312	192	0	168	569	90	0	31	826	115	0	172	724	100	0	3420
PEAK HR FACTOR :	0.917	0.743	0.828	0.000	0.857	0.873	0.900	0.000	0.705	0.860	0.799	0.000	0.827	0.938	0.676	0.000	0.931
	0.797				0.903				0.890				0.929				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	28	100	32	0	10	67	23	0	29	260	30	0	20	208	37	0	844
4:15 PM	29	110	33	0	9	70	21	0	29	254	24	0	21	191	38	0	829
4:30 PM	26	97	21	0	27	64	25	0	49	250	36	0	30	237	35	0	897
4:45 PM	23	117	27	0	12	80	19	0	31	255	27	0	33	245	39	0	908
5:00 PM	32	140	44	0	15	76	35	0	28	296	20	0	18	276	38	0	1018
5:15 PM	31	119	43	0	21	63	26	0	50	286	29	0	24	282	57	0	1031
5:30 PM	22	138	44	0	13	66	19	0	50	267	28	0	23	252	43	0	965
5:45 PM	23	105	30	0	13	84	18	0	41	215	18	0	34	225	33	0	839
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	214	926	274	0	120	570	186	0	307	2083	212	0	203	1916	320	0	7331
APPROACH %'s :	15.13%	65.49%	19.38%	0.00%	13.70%	65.07%	21.23%	0.00%	11.80%	80.05%	8.15%	0.00%	8.32%	78.56%	13.12%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	108	514	158	0	61	285	99	0	159	1104	104	0	98	1055	177	0	3922
PEAK HR FACTOR :	0.844	0.918	0.898	0.000	0.726	0.891	0.707	0.000	0.795	0.932	0.897	0.000	0.742	0.935	0.776	0.000	0.951
	0.903				0.883				0.936				0.916				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Denni St & Cerritos Ave
City: Cypress
Control: Signalized

Project ID: 18-01205-025
Date: 10/10/2018

Total

NS/EW Streets:	Denni St				Denni St				Cerritos Ave				Cerritos Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	1	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	8	3	0	29	29	23	0	12	159	14	0	17	238	18	0	565
7:15 AM	6	15	10	0	45	32	28	0	6	187	7	0	26	204	41	0	607
7:30 AM	5	21	6	0	60	32	27	0	10	209	21	0	27	181	42	0	641
7:45 AM	5	10	15	0	76	43	30	0	16	236	21	0	32	221	41	0	746
8:00 AM	8	21	14	0	64	44	29	0	15	174	22	0	25	183	29	1	629
8:15 AM	5	27	14	0	39	34	42	0	21	226	22	1	27	208	25	0	691
8:30 AM	2	14	9	0	37	19	23	0	17	233	30	1	18	213	13	0	629
8:45 AM	7	9	9	0	21	16	21	0	11	162	7	0	21	185	13	1	483
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	125	80	0	371	249	223	0	108	1586	144	2	193	1633	222	2	4991
APPROACH %'s :	20.54%	48.45%	31.01%	0.00%	44.01%	29.54%	26.45%	0.00%	5.87%	86.20%	7.83%	0.11%	9.41%	79.66%	10.83%	0.10%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	23	79	49	0	239	153	128	0	62	845	86	1	111	793	137	1	2707
PEAK HR FACTOR :	0.719	0.731	0.817	0.000	0.786	0.869	0.762	0.000	0.738	0.895	0.977	0.250	0.867	0.897	0.815	0.250	0.907
	0.821				0.872				0.910				0.886				

NS/EW Streets:	Denni St				Denni St				Cerritos Ave				Cerritos Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	1	1	0	1	2	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	18	33	25	0	23	18	15	0	26	273	17	0	4	212	28	0	692
4:15 PM	11	46	28	0	20	16	18	0	26	256	17	0	9	173	52	0	672
4:30 PM	10	46	19	0	19	14	14	0	32	266	13	0	16	263	22	1	735
4:45 PM	16	45	19	0	24	17	22	0	24	270	5	0	13	265	56	0	776
5:00 PM	12	46	21	0	25	22	18	0	41	317	8	0	11	256	55	0	832
5:15 PM	18	54	11	0	23	21	16	0	28	307	15	0	13	303	59	0	868
5:30 PM	10	35	26	0	23	18	25	0	30	298	5	0	12	289	39	0	810
5:45 PM	8	51	18	0	22	23	14	0	31	214	10	0	18	238	30	0	677
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	103	356	167	0	179	149	142	0	238	2201	90	0	96	1999	341	1	6062
APPROACH %'s :	16.45%	56.87%	26.68%	0.00%	38.09%	31.70%	30.21%	0.00%	9.41%	87.03%	3.56%	0.00%	3.94%	82.03%	13.99%	0.04%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	56	180	77	0	95	78	81	0	123	1192	33	0	49	1113	209	0	3286
PEAK HR FACTOR :	0.778	0.833	0.740	0.000	0.950	0.886	0.810	0.000	0.750	0.940	0.550	0.000	0.942	0.918	0.886	0.000	0.946
	0.943				0.962				0.921				0.914				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Moody St & Cerritos Ave
City: Cypress
Control: Signalized

Project ID: 18-01205-023
Date: 10/10/2018

Total

NS/EW Streets:	Moody St				Moody St				Cerritos Ave				Cerritos Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	1	0.5	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	81	0	43	0	9	200	0	0	0	238	25	0	596
7:15 AM	0	0	0	0	123	1	45	0	18	230	0	0	0	211	39	0	667
7:30 AM	0	0	0	0	127	1	48	0	16	270	0	0	0	222	61	0	745
7:45 AM	0	0	0	0	186	1	57	0	20	315	1	0	0	214	37	0	831
8:00 AM	1	2	1	0	147	0	56	1	17	250	1	0	0	222	37	0	735
8:15 AM	4	0	0	0	120	0	58	0	17	264	1	0	0	173	26	0	663
8:30 AM	0	0	0	0	117	0	46	0	32	239	0	0	0	188	26	0	648
8:45 AM	0	1	0	0	82	0	52	0	17	200	0	0	0	173	23	0	548
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	3	1	0	983	3	405	1	146	1968	3	0	0	1641	274	0	5433
APPROACH %'s :	55.56%	33.33%	11.11%	0.00%	70.62%	0.22%	29.09%	0.07%	6.90%	92.96%	0.14%	0.00%	0.00%	85.69%	14.31%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	2	1	0	583	3	206	1	71	1065	2	0	0	869	174	0	2978
PEAK HR FACTOR :	0.250	0.250	0.250	0.000	0.784	0.750	0.904	0.250	0.888	0.845	0.500	0.000	0.000	0.979	0.713	0.000	0.896
	0.250				0.813				0.847				0.921				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	1	0.5	0	1.5	0.5	1	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	2	1	0	51	0	31	0	52	254	2	0	0	221	79	0	695
4:15 PM	2	0	0	0	57	0	32	0	57	257	0	0	0	216	83	0	704
4:30 PM	0	1	0	0	58	0	44	0	39	263	1	0	0	274	100	0	780
4:45 PM	0	0	0	0	50	0	37	0	59	264	0	0	0	262	76	0	748
5:00 PM	1	0	0	0	47	0	31	0	56	300	1	0	0	342	121	0	899
5:15 PM	2	0	0	0	75	0	39	0	51	282	0	0	0	322	120	0	891
5:30 PM	0	0	0	0	78	0	44	0	58	285	0	0	0	302	99	0	866
5:45 PM	0	0	0	0	61	0	42	0	46	217	1	0	0	227	96	0	690
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	3	1	0	477	0	300	0	418	2122	5	0	0	2166	774	0	6273
APPROACH %'s :	63.64%	27.27%	9.09%	0.00%	61.39%	0.00%	38.61%	0.00%	16.42%	83.38%	0.20%	0.00%	0.00%	73.67%	26.33%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	0	0	0	250	0	151	0	224	1131	1	0	0	1228	416	0	3404
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.801	0.000	0.858	0.000	0.949	0.943	0.250	0.000	0.000	0.898	0.860	0.000	0.947
	0.375				0.822				0.950				0.888				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Walker St & Cerritos Ave
City: Cypress
Control: Signalized

Project ID: 18-01205-007
Date: 10/10/2018

Total

NS/EW Streets:	Walker St				Walker St				Cerritos Ave				Cerritos Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	1	2	0	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	28	28	9	0	21	121	7	0	2	195	75	0	17	209	15	0	727
7:15 AM	22	53	12	0	44	143	12	0	5	237	99	0	21	213	20	0	881
7:30 AM	20	80	13	0	36	178	14	0	2	268	104	0	31	242	42	0	1030
7:45 AM	32	66	16	0	45	227	14	0	5	319	144	0	31	219	25	0	1143
8:00 AM	36	50	12	0	47	190	20	0	5	285	136	0	29	192	19	0	1021
8:15 AM	16	45	12	0	38	155	22	0	8	267	106	0	29	188	20	0	906
8:30 AM	31	65	14	0	30	123	11	0	10	233	101	0	27	163	25	0	833
8:45 AM	21	47	13	0	20	136	17	0	6	196	90	0	11	158	18	0	733
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	206	434	101	0	281	1273	117	0	43	2000	855	0	196	1584	184	0	7274
APPROACH %'s :	27.80%	58.57%	13.63%	0.00%	16.82%	76.18%	7.00%	0.00%	1.48%	69.01%	29.50%	0.00%	9.98%	80.65%	9.37%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	104	241	53	0	166	750	70	0	20	1139	490	0	120	841	106	0	4100
PEAK HR FACTOR :	0.722	0.753	0.828	0.000	0.883	0.826	0.795	0.000	0.625	0.893	0.851	0.000	0.968	0.869	0.631	0.000	0.897
	0.873				0.862				0.881				0.847				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	1	0	1	2	0	0	1	3	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	85	151	37	0	27	112	4	0	19	239	62	0	18	219	41	0	1014
4:15 PM	84	161	45	0	27	93	5	0	20	235	66	0	23	226	28	0	1013
4:30 PM	126	167	35	0	31	121	16	0	6	245	55	0	18	224	32	0	1076
4:45 PM	107	176	46	0	20	99	6	0	14	252	64	0	28	257	38	0	1107
5:00 PM	137	201	48	0	28	111	9	0	31	273	53	0	16	297	48	0	1252
5:15 PM	141	207	60	0	29	109	19	0	23	271	65	0	24	299	41	0	1288
5:30 PM	117	153	59	0	29	130	12	0	27	272	55	0	25	271	30	0	1180
5:45 PM	100	195	26	0	24	97	21	0	19	198	59	0	33	228	41	0	1041
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	897	1411	356	0	215	872	92	0	159	1985	479	0	185	2021	299	0	8971
APPROACH %'s :	33.67%	52.97%	13.36%	0.00%	18.24%	73.96%	7.80%	0.00%	6.06%	75.68%	18.26%	0.00%	7.39%	80.68%	11.94%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	502	737	213	0	106	449	46	0	95	1068	237	0	93	1124	157	0	4827
PEAK HR FACTOR :	0.890	0.890	0.888	0.000	0.914	0.863	0.605	0.000	0.766	0.978	0.912	0.000	0.830	0.940	0.818	0.000	0.937
	0.890				0.879				0.975				0.944				

APPENDIX B

ICU WORKSHEETS

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 2 Bloomfield/Cerritos	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 3 Denni/Cerritos	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 4 Moody/Cerritos	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 5 Walker/Cerritos	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	203	63	123	206	67	53	725	106	87	791	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	203	63	123	206	67	53	725	106	87	791	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	203	63	123	206	67	53	725	106	87	791	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	203	63	123	206	67	53	725	106	87	791	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	203	63	123	206	67	53	725	106	87	791	206
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.51	0.49	1.00	1.74	0.26	1.00	1.59	0.41
Final Sat.:	1700	2595	805	1700	2566	834	1700	2966	434	1700	2697	703
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.07	0.08	0.08	0.03	0.24	0.24	0.05	0.29	0.29
Crit Moves:		****			****			****			****	

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	121	312	192	168	569	90	31	826	115	172	724	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	312	192	168	569	90	31	826	115	172	724	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	312	192	168	569	90	31	826	115	172	724	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	312	192	168	569	90	31	826	115	172	724	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	312	192	168	569	90	31	826	115	172	724	100
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	1.73	0.27	1.00	1.76	0.24	1.00	1.76	0.24
Final Sat.:	1700	2105	1295	1700	2936	464	1700	2984	416	1700	2987	413
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.10	0.19	0.19	0.02	0.28	0.28	0.10	0.24	0.24
Crit Moves:	****				****			****			****	

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	23	79	49	239	153	128	63	845	86	112	793	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	79	49	239	153	128	63	845	86	112	793	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	79	49	239	153	128	63	845	86	112	793	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	79	49	239	153	128	63	845	86	112	793	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	79	49	239	153	128	63	845	86	112	793	137
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.53	0.32	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	259	889	552	1700	1700	1700	1700	3400	1700	1700	2899	501
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.09	0.08	0.04	0.25	0.05	0.07	0.27	0.27
Crit Moves:		****		****				****		****		

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1.00	0 1.00	0	1.00	1.00	0	0	1.00	1.00	0	1.00	1.00	0
Volume Module:												
Base Vol:	1	2	1	583	3	206	71	1065	2	0	869	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2	1	583	3	206	71	1065	2	0	869	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2	1	583	3	206	71	1065	2	0	869	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2	1	583	3	206	71	1065	2	0	869	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	2	1	583	3	206	71	1065	2	0	869	174
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	1.00	0.50	1.99	0.01	1.00	1.00	1.99	0.01	1.00	1.67	0.33
Final Sat.:	850	1700	850	3383	17	1700	1700	3394	6	1700	2833	567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.12	0.04	0.31	0.31	0.00	0.31	0.31
Crit Moves:	****			****			****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	104	241	53	166	750	70	20	1139	490	120	841	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	241	53	166	750	70	20	1139	490	120	841	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	241	53	166	750	70	20	1139	490	120	841	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	241	53	166	750	70	20	1139	490	120	841	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	241	53	166	750	70	20	1139	490	120	841	106
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.83	0.17	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3110	290	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.10	0.24	0.24	0.01	0.22	0.29	0.07	0.25	0.06
Crit Moves:	****				****				****	****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 2 Bloomfield/Cerritos	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 3 Denni/Cerritos	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
# 4 Moody/Cerritos	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000 V/C
# 5 Walker/Cerritos	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566		
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	27	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	101	256	101	102	120	39	90	953	78	82	737	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:	101	256	101	102	120	39	90	953	78	82	737	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:	101	256	101	102	120	39	90	953	78	82	737	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	256	101	102	120	39	90	953	78	82	737	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:	101	256	101	102	120	39	90	953	78	82	737	205
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.51	0.49	1.00	1.85	0.15	1.00	1.56	0.44
Final Sat.:	1700	2438	962	1700	2566	834	1700	3143	257	1700	2660	740
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.11	0.06	0.05	0.05	0.05	0.30	0.30	0.05	0.28	0.28
Crit Moves:			****	****				****		****		

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	108	514	158	61	285	99	159	1104	104	98	1055	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	514	158	61	285	99	159	1104	104	98	1055	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	514	158	61	285	99	159	1104	104	98	1055	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	514	158	61	285	99	159	1104	104	98	1055	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	514	158	61	285	99	159	1104	104	98	1055	177
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.48	0.52	1.00	1.83	0.17	1.00	1.71	0.29
Final Sat.:	1700	2601	799	1700	2523	877	1700	3107	293	1700	2912	488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.11	0.11	0.09	0.36	0.36	0.06	0.36	0.36
Crit Moves:		****			****			****			****	

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	56	180	77	95	78	81	123	1192	33	49	1113	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	180	77	95	78	81	123	1192	33	49	1113	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	180	77	95	78	81	123	1192	33	49	1113	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	180	77	95	78	81	123	1192	33	49	1113	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	180	77	95	78	81	123	1192	33	49	1113	209
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.57	0.25	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	304	978	418	1700	1700	1700	1700	3400	1700	1700	2862	538
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.06	0.05	0.05	0.07	0.35	0.02	0.03	0.39	0.39
Crit Moves:	****			****			****				****	

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	3	0	0	250	0	151	224	1131	1	0	1228	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:	3	0	0	250	0	151	224	1131	1	0	1228	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:	3	0	0	250	0	151	224	1131	1	0	1228	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	0	250	0	151	224	1131	1	0	1228	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:	3	0	0	250	0	151	224	1131	1	0	1228	416
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.49	0.51
Final Sat.:	1700	1700	0	3400	0	1700	1700	3397	3	1700	2540	860
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.13	0.33	0.33	0.00	0.48	0.48
Crit Moves:	****					****	****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	1	1 0	1 0	3 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	502	737	213	106	449	46	95	1068	237	93	1124	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	737	213	106	449	46	95	1068	237	93	1124	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:	502	737	213	106	449	46	95	1068	237	93	1124	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	737	213	106	449	46	95	1068	237	93	1124	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:	502	737	213	106	449	46	95	1068	237	93	1124	157
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.81	0.19	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3084	316	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.13	0.06	0.15	0.15	0.06	0.21	0.14	0.05	0.33	0.09
Crit Moves:	****				****		****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 2 Bloomfield/Cerritos	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 3 Denni/Cerritos	A	xxxxx	0.551	A	xxxxx	0.552	+ 0.000 V/C
# 4 Moody/Cerritos	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 5 Walker/Cerritos	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	203	63	123	206	67	53	725	106	87	791	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	203	63	123	206	67	53	725	106	87	791	206
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	203	63	123	207	67	53	725	106	87	791	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	203	63	123	207	67	53	725	106	87	791	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	203	63	123	207	67	53	725	106	87	791	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	203	63	123	207	67	53	725	106	87	791	206
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.51	0.49	1.00	1.74	0.26	1.00	1.59	0.41
Final Sat.:	1700	2595	805	1700	2569	831	1700	2966	434	1700	2697	703
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.07	0.08	0.08	0.03	0.24	0.24	0.05	0.29	0.29
Crit Moves:		****			****			****			****	

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	312	192	168	569	90	31	826	115	172	724	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	312	192	168	569	90	31	826	115	172	724	100
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	312	192	168	569	90	31	827	115	172	725	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	312	192	168	569	90	31	827	115	172	725	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	312	192	168	569	90	31	827	115	172	725	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	312	192	168	569	90	31	827	115	172	725	100
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	1.73	0.27	1.00	1.76	0.24	1.00	1.76	0.24
Final Sat.:	1700	2105	1295	1700	2936	464	1700	2985	415	1700	2988	412
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.10	0.19	0.19	0.02	0.28	0.28	0.10	0.24	0.24
Crit Moves:	****			****			****			****		

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	23	79	49	239	153	128	63	845	86	112	793	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	79	49	239	153	128	63	845	86	112	793	137
Added Vol:	1	0	0	0	1	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	79	49	239	154	128	63	846	86	112	793	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	79	49	239	154	128	63	846	86	112	793	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	79	49	239	154	128	63	846	86	112	793	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	79	49	239	154	128	63	846	86	112	793	137
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	2899	501
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.03	0.14	0.09	0.08	0.04	0.25	0.05	0.07	0.27	0.27
Crit Moves:		****		****				****		****		

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1.00	0	1.00	1.00	1.00	0	0	1.00	1.00	0	1.00	1.00	1.00	0
Volume Module:												
Base Vol:	1	2	1	583	3	206	71	1065	2	0	869	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2	1	583	3	206	71	1065	2	0	869	174
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2	1	583	3	206	71	1066	2	0	870	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2	1	583	3	206	71	1066	2	0	870	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2	1	583	3	206	71	1066	2	0	870	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	2	1	583	3	206	71	1066	2	0	870	174
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	1.00	0.50	1.99	0.01	1.00	1.00	1.99	0.01	1.00	1.67	0.33
Final Sat.:	850	1700	850	3383	17	1700	1700	3394	6	1700	2833	567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.12	0.04	0.31	0.31	0.00	0.31	0.31
Crit Moves:	****			****			****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 1	1 0 1		1 0	1 0 3		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	104	241	53	166	750	70	20	1139	490	120	841	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	241	53	166	750	70	20	1139	490	120	841	106
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	241	53	166	750	70	20	1140	490	120	842	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	241	53	166	750	70	20	1140	490	120	842	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	241	53	166	750	70	20	1140	490	120	842	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	241	53	166	750	70	20	1140	490	120	842	106
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.83	0.17	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3110	290	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.03	0.10	0.24	0.24	0.01	0.22	0.29	0.07	0.25	0.06
Crit Moves:	****			****					****	****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.566	A	xxxxx	0.569	+ 0.002 V/C
# 2 Bloomfield/Cerritos	C	xxxxx	0.739	C	xxxxx	0.747	+ 0.008 V/C
# 3 Denni/Cerritos	B	xxxxx	0.673	B	xxxxx	0.679	+ 0.006 V/C
# 4 Moody/Cerritos	C	xxxxx	0.756	C	xxxxx	0.762	+ 0.006 V/C
# 5 Walker/Cerritos	C	xxxxx	0.730	C	xxxxx	0.736	+ 0.007 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	101	256	101	102	120	39	90	953	78	82	737	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:	101	256	101	102	120	39	90	953	78	82	737	205
Added Vol:	0	7	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	263	101	102	133	39	90	953	78	82	737	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:	101	263	101	102	133	39	90	953	78	82	737	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	263	101	102	133	39	90	953	78	82	737	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:	101	263	101	102	133	39	90	953	78	82	737	205
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	1.55	0.45	1.00	1.85	0.15	1.00	1.56	0.44
Final Sat.:	1700	2457	943	1700	2629	771	1700	3143	257	1700	2660	740
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.06	0.05	0.05	0.05	0.30	0.30	0.05	0.28	0.28
Crit Moves:		****		****				****		****		

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	108	514	158	61	285	99	159	1104	104	98	1055	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	514	158	61	285	99	159	1104	104	98	1055	177
Added Vol:	0	0	0	7	0	0	0	16	0	0	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	514	158	68	285	99	159	1120	104	98	1064	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	514	158	68	285	99	159	1120	104	98	1064	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	514	158	68	285	99	159	1120	104	98	1064	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	514	158	68	285	99	159	1120	104	98	1064	180
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.48	0.52	1.00	1.83	0.17	1.00	1.71	0.29
Final Sat.:	1700	2601	799	1700	2523	877	1700	3111	289	1700	2908	492
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.11	0.11	0.09	0.36	0.36	0.06	0.37	0.37
Crit Moves:		****			****			****			****	

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	56	180	77	95	78	81	123	1192	33	49	1113	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	180	77	95	78	81	123	1192	33	49	1113	209
Added Vol:	12	7	0	3	10	0	0	16	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	187	77	98	88	81	123	1208	40	49	1113	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	187	77	98	88	81	123	1208	40	49	1113	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	187	77	98	88	81	123	1208	40	49	1113	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	187	77	98	88	81	123	1208	40	49	1113	209
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	2862	538
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.05	0.06	0.05	0.05	0.07	0.36	0.02	0.03	0.39	0.39
Crit Moves:		****		****			****				****	

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	3	0	0	250	0	151	224	1131	1	0	1228	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:	3	0	0	250	0	151	224	1131	1	0	1228	416
Added Vol:	0	0	0	0	0	0	0	10	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	250	0	151	224	1141	1	0	1248	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:	3	0	0	250	0	151	224	1141	1	0	1248	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	0	250	0	151	224	1141	1	0	1248	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:	3	0	0	250	0	151	224	1141	1	0	1248	416
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.50	0.50
Final Sat.:	1700	1700	0	3400	0	1700	1700	3397	3	1700	2550	850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.13	0.34	0.34	0.00	0.49	0.49
Crit Moves:	****					****	****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 1	1 0 1		1 0	1 0 3		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	502	737	213	106	449	46	95	1068	237	93	1124	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	737	213	106	449	46	95	1068	237	93	1124	157
Added Vol:	0	0	0	0	0	3	2	9	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	502	737	213	106	449	49	97	1077	237	93	1140	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:	502	737	213	106	449	49	97	1077	237	93	1140	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	737	213	106	449	49	97	1077	237	93	1140	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:	502	737	213	106	449	49	97	1077	237	93	1140	157
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.80	0.20	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3065	335	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.13	0.06	0.15	0.15	0.06	0.21	0.14	0.05	0.34	0.09
Crit Moves:	****				****		****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.532	A	xxxxx	0.537	+ 0.005 V/C
# 2 Bloomfield/Cerritos	C	xxxxx	0.703	C	xxxxx	0.707	+ 0.004 V/C
# 3 Denni/Cerritos	B	xxxxx	0.602	B	xxxxx	0.624	+ 0.022 V/C
# 4 Moody/Cerritos	A	xxxxx	0.580	A	xxxxx	0.594	+ 0.014 V/C
# 5 Walker/Cerritos	B	xxxxx	0.690	C	xxxxx	0.714	+ 0.024 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537		
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	25	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	203	63	123	206	67	53	725	106	87	791	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	48	206	64	125	209	68	54	736	108	88	803	209
Added Vol:	0	18	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	224	64	125	230	68	54	736	108	88	803	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	224	64	125	230	68	54	736	108	88	803	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	224	64	125	230	68	54	736	108	88	803	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	224	64	125	230	68	54	736	108	88	803	209
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.54	0.46	1.00	1.74	0.26	1.00	1.59	0.41
Final Sat.:	1700	2645	755	1700	2624	776	1700	2966	434	1700	2697	703
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.07	0.09	0.09	0.03	0.25	0.25	0.05	0.30	0.30
Crit Moves:		****		****			****				****	

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	312	192	168	569	90	31	826	115	172	724	100
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	123	317	195	171	578	91	31	838	117	175	735	101
Added Vol:	0	5	0	0	5	0	0	9	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	322	195	171	583	91	31	847	117	175	739	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	322	195	171	583	91	31	847	117	175	739	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	322	195	171	583	91	31	847	117	175	739	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	322	195	171	583	91	31	847	117	175	739	102
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.73	0.27	1.00	1.76	0.24	1.00	1.76	0.24
Final Sat.:	1700	2117	1283	1700	2939	461	1700	2988	412	1700	2989	411
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.10	0.20	0.20	0.02	0.28	0.28	0.10	0.25	0.25
Crit Moves:	****			****			****			****		

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	23	79	49	239	153	128	63	845	86	112	793	137
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	23	80	50	243	155	130	64	858	87	114	805	139
Added Vol:	0	18	14	0	21	0	0	9	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	98	64	243	176	130	64	867	87	115	809	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	98	64	243	176	130	64	867	87	115	809	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	98	64	243	176	130	64	867	87	115	809	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	98	64	243	176	130	64	867	87	115	809	139
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.53	0.34	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	214	901	585	1700	1700	1700	1700	3400	1700	1700	2901	499
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.14	0.10	0.08	0.04	0.25	0.05	0.07	0.28	0.28
Crit Moves:	****			****				****		****		

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	1	2	1	583	3	206	71	1065	2	0	869	174
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	2	1	592	3	209	72	1081	2	0	882	177
Added Vol:	0	0	0	19	0	1	6	17	0	0	4	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2	1	611	3	210	78	1098	2	0	886	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2	1	611	3	210	78	1098	2	0	886	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2	1	611	3	210	78	1098	2	0	886	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	2	1	611	3	210	78	1098	2	0	886	189
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	1.00	0.50	1.99	0.01	1.00	1.00	1.99	0.01	1.00	1.65	0.35
Final Sat.:	850	1700	850	3383	17	1700	1700	3394	6	1700	2803	597
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.12	0.05	0.32	0.32	0.00	0.32	0.32
Crit Moves:	****			****			****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 1	1 0 1		1 0	1 0 3		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	104	241	53	166	750	70	20	1139	490	120	841	106
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	106	245	54	168	761	71	20	1156	497	122	854	108
Added Vol:	12	21	5	0	23	0	1	15	19	5	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	266	59	168	784	71	21	1171	516	127	858	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:	118	266	59	168	784	71	21	1171	516	127	858	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	266	59	168	784	71	21	1171	516	127	858	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:	118	266	59	168	784	71	21	1171	516	127	858	108
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.83	0.17	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3118	282	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.03	0.10	0.25	0.25	0.01	0.23	0.30	0.07	0.25	0.06
Crit Moves:	****			****					****	****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.574	A	xxxxx	0.580	+ 0.005 V/C
# 2 Bloomfield/Cerritos	C	xxxxx	0.750	C	xxxxx	0.755	+ 0.005 V/C
# 3 Denni/Cerritos	C	xxxxx	0.762	C	xxxxx	0.786	+ 0.025 V/C
# 4 Moody/Cerritos	C	xxxxx	0.766	C	xxxxx	0.778	+ 0.012 V/C
# 5 Walker/Cerritos	C	xxxxx	0.740	C	xxxxx	0.754	+ 0.014 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580	
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	28	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	101	256	101	102	120	39	90	953	78	82	737	205
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	103	260	103	104	122	40	91	967	79	83	748	208
Added Vol:	0	18	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	278	103	104	141	40	91	967	79	83	748	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	278	103	104	141	40	91	967	79	83	748	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	278	103	104	141	40	91	967	79	83	748	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	278	103	104	141	40	91	967	79	83	748	208
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.46	0.54	1.00	1.56	0.44	1.00	1.85	0.15	1.00	1.56	0.44
Final Sat.:	1700	2484	916	1700	2654	746	1700	3143	257	1700	2660	740
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.06	0.05	0.05	0.05	0.31	0.31	0.05	0.28	0.28
Crit Moves:		****		****				****		****		

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	108	514	158	61	285	99	159	1104	104	98	1055	177
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	110	522	160	62	289	100	161	1121	106	99	1071	180
Added Vol:	0	8	0	0	9	0	0	6	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	530	160	62	298	100	161	1127	106	99	1081	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	530	160	62	298	100	161	1127	106	99	1081	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	530	160	62	298	100	161	1127	106	99	1081	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	530	160	62	298	100	161	1127	106	99	1081	180
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.50	0.50	1.00	1.83	0.17	1.00	1.71	0.29
Final Sat.:	1700	2610	790	1700	2543	857	1700	3109	291	1700	2915	485
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.12	0.12	0.09	0.36	0.36	0.06	0.37	0.37
Crit Moves:		****			****			****			****	

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 1	0 1	1	0 2	0 1	1	0 1 1 0
Volume Module:												
Base Vol:	56	180	77	95	78	81	123	1192	33	49	1113	209
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	183	78	96	79	82	125	1210	33	50	1130	212
Added Vol:	0	18	17	0	19	0	0	6	0	2	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	201	95	96	98	82	125	1216	33	52	1140	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	201	95	96	98	82	125	1216	33	52	1140	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	201	95	96	98	82	125	1216	33	52	1140	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	201	95	96	98	82	125	1216	33	52	1140	212
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.57	0.27	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	274	967	459	1700	1700	1700	1700	3400	1700	1700	2866	534
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.06	0.06	0.05	0.07	0.36	0.02	0.03	0.40	0.40
Crit Moves:			****		****		****				****	

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	0	0	250	0	151	224	1131	1	0	1228	416
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	0	0	254	0	153	227	1148	1	0	1246	422
Added Vol:	0	0	0	18	0	2	8	16	0	0	10	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	272	0	155	235	1164	1	0	1256	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:	3	0	0	272	0	155	235	1164	1	0	1256	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	0	272	0	155	235	1164	1	0	1256	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:	3	0	0	272	0	155	235	1164	1	0	1256	432
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.49	0.51
Final Sat.:	1700	1700	0	3400	0	1700	1700	3397	3	1700	2530	870
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.14	0.34	0.34	0.00	0.50	0.50
Crit Moves:	****					****	****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 1	1 0 1		1 0	1 0 3		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	502	737	213	106	449	46	95	1068	237	93	1124	157
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	510	748	216	108	456	47	96	1084	241	94	1141	159
Added Vol:	10	20	7	0	24	0	2	14	18	10	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	768	223	108	480	47	98	1098	259	104	1151	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	768	223	108	480	47	98	1098	259	104	1151	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	768	223	108	480	47	98	1098	259	104	1151	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	768	223	108	480	47	98	1098	259	104	1151	159
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.82	0.18	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3098	302	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.13	0.06	0.15	0.15	0.06	0.22	0.15	0.06	0.34	0.09
Crit Moves:	****				****		****				****	

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.532	A	xxxxx	0.537	+ 0.005 V/C
# 2 Bloomfield/Cerritos	C	xxxxx	0.703	C	xxxxx	0.707	+ 0.004 V/C
# 3 Denni/Cerritos	A	xxxxx	0.559	A	xxxxx	0.573	+ 0.014 V/C
# 4 Moody/Cerritos	A	xxxxx	0.580	A	xxxxx	0.594	+ 0.014 V/C
# 5 Walker/Cerritos	B	xxxxx	0.690	C	xxxxx	0.714	+ 0.024 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537	
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	25	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	47	203	63	123	206	67	53	725	106	87	791	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	48	206	64	125	209	68	54	736	108	88	803	209
Added Vol:	0	18	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	224	64	125	230	68	54	736	108	88	803	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	224	64	125	230	68	54	736	108	88	803	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	224	64	125	230	68	54	736	108	88	803	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	224	64	125	230	68	54	736	108	88	803	209
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.54	0.46	1.00	1.74	0.26	1.00	1.59	0.41
Final Sat.:	1700	2645	755	1700	2624	776	1700	2966	434	1700	2697	703
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.07	0.09	0.09	0.03	0.25	0.25	0.05	0.30	0.30
Crit Moves:		****		****			****				****	

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	121	312	192	168	569	90	31	826	115	172	724	100
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	123	317	195	171	578	91	31	838	117	175	735	101
Added Vol:	0	5	0	0	5	0	0	10	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	322	195	171	583	91	31	848	117	175	739	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	322	195	171	583	91	31	848	117	175	739	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	322	195	171	583	91	31	848	117	175	739	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	322	195	171	583	91	31	848	117	175	739	102
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.73	0.27	1.00	1.76	0.24	1.00	1.76	0.24
Final Sat.:	1700	2117	1283	1700	2939	461	1700	2989	411	1700	2989	411
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.10	0.20	0.20	0.02	0.28	0.28	0.10	0.25	0.25
Crit Moves:	****			****			****			****		

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	23	79	49	239	153	128	63	845	86	112	793	137
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	23	80	50	243	155	130	64	858	87	114	805	139
Added Vol:	1	18	14	0	21	0	0	10	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	98	64	243	176	130	64	868	87	115	809	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	98	64	243	176	130	64	868	87	115	809	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	98	64	243	176	130	64	868	87	115	809	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	98	64	243	176	130	64	868	87	115	809	139
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	2901	499
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.14	0.10	0.08	0.04	0.26	0.05	0.07	0.28	0.28
Crit Moves:		****		****				****		****		

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	1 0	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	1	2	1	583	3	206	71	1065	2	0	869	174
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	2	1	592	3	209	72	1081	2	0	882	177
Added Vol:	0	0	0	19	0	1	6	17	0	0	5	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2	1	611	3	210	78	1098	2	0	887	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2	1	611	3	210	78	1098	2	0	887	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2	1	611	3	210	78	1098	2	0	887	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	2	1	611	3	210	78	1098	2	0	887	189
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	1.00	0.50	1.99	0.01	1.00	1.00	1.99	0.01	1.00	1.65	0.35
Final Sat.:	850	1700	850	3383	17	1700	1700	3394	6	1700	2804	596
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.12	0.05	0.32	0.32	0.00	0.32	0.32
Crit Moves:	****			****			****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 1	1 0 1		1 0	1 0 3		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	104	241	53	166	750	70	20	1139	490	120	841	106
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	106	245	54	168	761	71	20	1156	497	122	854	108
Added Vol:	12	21	5	0	23	0	2	16	19	5	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	266	59	168	784	71	22	1172	516	127	859	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:	118	266	59	168	784	71	22	1172	516	127	859	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	266	59	168	784	71	22	1172	516	127	859	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:	118	266	59	168	784	71	22	1172	516	127	859	108
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.83	0.17	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3118	282	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.03	0.10	0.25	0.25	0.01	0.23	0.30	0.07	0.25	0.06
Crit Moves:	****			****					****	****		

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Denni/Ball	A	xxxxx	0.574	A	xxxxx	0.582	+ 0.007 V/C
# 2 Bloomfield/Cerritos	C	xxxxx	0.750	C	xxxxx	0.762	+ 0.013 V/C
# 3 Denni/Cerritos	B	xxxxx	0.682	C	xxxxx	0.707	+ 0.025 V/C
# 4 Moody/Cerritos	C	xxxxx	0.766	C	xxxxx	0.784	+ 0.017 V/C
# 5 Walker/Cerritos	C	xxxxx	0.740	C	xxxxx	0.760	+ 0.020 V/C

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

Intersection #1 Denni/Ball

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582		
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	28	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permit+Prot			Permit+Prot			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	101	256	101	102	120	39	90	953	78	82	737	205
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	103	260	103	104	122	40	91	967	79	83	748	208
Added Vol:	0	25	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	285	103	104	154	40	91	967	79	83	748	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	285	103	104	154	40	91	967	79	83	748	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	285	103	104	154	40	91	967	79	83	748	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	285	103	104	154	40	91	967	79	83	748	208
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	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	1.59	0.41	1.00	1.85	0.15	1.00	1.56	0.44
Final Sat.:	1700	2500	900	1700	2704	696	1700	3143	257	1700	2660	740
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.06	0.06	0.06	0.05	0.31	0.31	0.05	0.28	0.28
Crit Moves:		****		****				****		****		

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

Intersection #2 Bloomfield/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	108	514	158	61	285	99	159	1104	104	98	1055	177
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	110	522	160	62	289	100	161	1121	106	99	1071	180
Added Vol:	0	8	0	7	9	0	0	23	0	0	18	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	530	160	69	298	100	161	1144	106	99	1089	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:	110	530	160	69	298	100	161	1144	106	99	1089	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	530	160	69	298	100	161	1144	106	99	1089	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:	110	530	160	69	298	100	161	1144	106	99	1089	183
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.50	0.50	1.00	1.83	0.17	1.00	1.71	0.29
Final Sat.:	1700	2610	790	1700	2543	857	1700	3113	287	1700	2912	488
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.12	0.12	0.09	0.37	0.37	0.06	0.37	0.37
Crit Moves:		****		****			****				****	

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

Intersection #3 Denni/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	56	180	77	95	78	81	123	1192	33	49	1113	209
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	183	78	96	79	82	125	1210	33	50	1130	212
Added Vol:	12	25	17	3	29	0	0	23	7	2	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	208	95	99	108	82	125	1233	40	52	1140	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	208	95	99	108	82	125	1233	40	52	1140	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	208	95	99	108	82	125	1233	40	52	1140	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	208	95	99	108	82	125	1233	40	52	1140	212
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	2866	534
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.06	0.06	0.06	0.05	0.07	0.36	0.02	0.03	0.40	0.40
Crit Moves:	****			****			****				****	

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

Intersection #4 Moody/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	1 1	0 0	1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	3	0	0	250	0	151	224	1131	1	0	1228	416
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	0	0	254	0	153	227	1148	1	0	1246	422
Added Vol:	0	0	0	18	0	2	8	26	0	0	29	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	0	272	0	155	235	1174	1	0	1275	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:	3	0	0	272	0	155	235	1174	1	0	1275	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	0	272	0	155	235	1174	1	0	1275	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:	3	0	0	272	0	155	235	1174	1	0	1275	432
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	2.00	0.00	1.00	1.00	1.99	0.01	1.00	1.49	0.51
Final Sat.:	1700	1700	0	3400	0	1700	1700	3397	3	1700	2539	861
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.14	0.35	0.35	0.00	0.50	0.50
Crit Moves:	****					****	****				****	

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

Intersection #5 Walker/Cerritos

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2		0 1	1 0 1		1 0	1 0 3		0 1	1 0 2		0 1
Volume Module:												
Base Vol:	502	737	213	106	449	46	95	1068	237	93	1124	157
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	510	748	216	108	456	47	96	1084	241	94	1141	159
Added Vol:	10	20	7	0	24	3	3	22	18	10	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	520	768	223	108	480	50	99	1106	259	104	1167	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	520	768	223	108	480	50	99	1106	259	104	1167	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	768	223	108	480	50	99	1106	259	104	1167	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	520	768	223	108	480	50	99	1106	259	104	1167	159
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.81	0.19	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	3400	1700	1700	3081	319	1700	5100	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.13	0.06	0.16	0.16	0.06	0.22	0.15	0.06	0.34	0.09
Crit Moves:	****			****			****			****		

APPENDIX C

HCM WORKSHEETS

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	151	1	1	351
Future Vol, veh/h	0	1	151	1	1	351
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	164	1	1	382

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	548	164	0	0	165	0
Stage 1	164	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	881	-	-	1413	-
Stage 1	865	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	497	881	-	-	1413	-
Mov Cap-2 Maneuver	497	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	881	1413	-
HCM Lane V/C Ratio	-	-	0.001	0.001	-
HCM Control Delay (s)	-	-	9.1	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1133	1	1	1043	0	1
Future Vol, veh/h	1133	1	1	1043	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1232	1	1	1134	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1233	0	-	617
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	561	-	0	433
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	561	-	-	433
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	433	-	-	561	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	13.3	-	-	11.4	0
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	24	313	10	16	161
Future Vol, veh/h	5	24	313	10	16	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	26	340	11	17	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	340	0	0	351	0
Stage 1	340	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	497	702	-	-	1208	-
Stage 1	721	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	490	702	-	-	1208	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	653	1208	-
HCM Lane V/C Ratio	-	-	0.048	0.014	-
HCM Control Delay (s)	-	-	10.8	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1364	20	20	1391	0	10
Future Vol, veh/h	1364	20	20	1391	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1483	22	22	1512	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1505	0	-	753
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	441	-	0	352
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	441	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	352	-	-	441	-
HCM Lane V/C Ratio	0.031	-	-	0.049	-
HCM Control Delay (s)	15.6	-	-	13.6	2.1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	185	1	1	378
Future Vol, veh/h	0	1	185	1	1	378
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	201	1	1	411

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	614	201	0	0	202	0
Stage 1	201	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	455	840	-	-	1370	-
Stage 1	833	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	455	840	-	-	1370	-
Mov Cap-2 Maneuver	455	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	840	1370	-
HCM Lane V/C Ratio	-	-	0.001	0.001	-
HCM Control Delay (s)	-	-	9.3	7.6	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1174	1	1	1065	0	1
Future Vol, veh/h	1174	1	1	1065	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1276	1	1	1158	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1277	0	-	639
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	540	-	0	419
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	540	-	-	419
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	540	-
HCM Lane V/C Ratio	0.003	-	-	0.002	-
HCM Control Delay (s)	13.6	-	-	11.7	0
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	24	353	10	16	183
Future Vol, veh/h	5	24	353	10	16	183
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	26	384	11	17	199

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	617	384	0	0	395	0
Stage 1	384	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	453	664	-	-	1164	-
Stage 1	688	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	446	664	-	-	1164	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	612	1164	-
HCM Lane V/C Ratio	-	-	0.052	0.015	-
HCM Control Delay (s)	-	-	11.2	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1407	20	20	1423	0	10
Future Vol, veh/h	1407	20	20	1423	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1529	22	22	1547	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1551	0	-	776
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	423	-	0	340
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	423	-	-	340
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	423	-
HCM Lane V/C Ratio	0.032	-	-	0.051	-
HCM Control Delay (s)	15.9	-	-	14	2.5
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-