APPENDIX D

Construction Traffic Level of Service Analysis

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

Scenario Report

Scenario:	Ex + Proj PM
Command:	Ex + Proj PM
Volume:	Ex + Proj PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Ex + Proj PM

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

Turning Movement Report
Project PM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Main St / Imperial Hwy													
Base	171	0	471	0	0	1	0	625	302	558	735	1	2864
Added	0	0	167	0	0	0	0	0	0	167	0	0	334
Total	171	0	638	0	0	1	0	625	302	725	735	1	3198
#2 Vista Del Mar / Imperial Hwy													
Base	4	432	266	122	897	13	13	10	1	430	13	143	2344
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	432	266	122	897	13	13	10	1	430	13	143	2344
#3 Vista Del Mar / Grand Ave													
Base	1	495	92	142	1067	7	7	12	3	151	8	111	2096
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	495	92	142	1067	7	7	12	3	151	8	111	2096
#4 Main St / Imperial Ave													
Base	16	416	27	92	590	194	146	31	41	29	24	64	1670
Added	0	167	0	0	167	0	0	0	0	0	0	0	334
Total	16	583	27	92	757	194	146	31	41	29	24	64	2004
#5 Main St / Grand Ave													
Base	79	268	36	143	135	73	50	246	58	34	232	109	1463
Added	0	167	0	0	167	0	0	0	0	0	0	0	334
Total	79	435	36	143	302	73	50	246	58	34	232	109	1797
#6 Main St / Holly Ave													
Base	19	414	21	19	285	39	26	10	21	12	8	17	891
Added	0	167	0	0	167	0	0	0	0	0	0	0	334
Total	19	581	21	19	452	39	26	10	21	12	8	17	1225
#7 Main St / Mariposa Ave													
Base	43	467	30	67	367	54	74	52	24	26	65	99	1368
Added	0	167	0	0	167	0	0	0	0	0	0	0	334
Total	43	634	30	67	534	54	74	52	24	26	65	99	1702
#10 Vista Del Mar / Rosecrans Ave													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
#11 Rosecrans / Chevron Gate 21 (Pacific Ave)													
Base	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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 Main St / Imperial Hwy	A	xxxxx	0.443	A	xxxxx	0.501	+ 0.058 V/C
# 2 Vista Del Mar / Imperial Hwy	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 3 Vista Del Mar / Grand Ave	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
# 4 Main St / Imperial Ave	A	xxxxx	0.448	A	xxxxx	0.500	+ 0.052 V/C
# 5 Main St / Grand Ave	A	xxxxx	0.358	A	xxxxx	0.410	+ 0.052 V/C
# 6 Main St / Holly Ave	A	xxxxx	0.197	A	xxxxx	0.249	+ 0.052 V/C
# 7 Main St / Mariposa Ave	A	xxxxx	0.376	A	xxxxx	0.428	+ 0.052 V/C

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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

Intersection #1 Main St / Imperial Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Main St							Imperial Hwy							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Protected					Protected				
Rights:	Ignore					Include					Ignore					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	1	0	0	1	0	0	0	0	1	0	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	171	0	471			0	0	1			0	625	302			558	735	1		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	171	0	471			0	0	1			0	625	302			558	735	1		
Added Vol:	0	0	167			0	0	0			0	0	0			167	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	171	0	638			0	0	1			0	625	302			725	735	1		
User Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
PHF Volume:	171	0	0			0	0	1			0	625	0			725	735	1		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	171	0	0			0	0	1			0	625	0			725	735	1		
PCE Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00		
FinalVolume:	171	0	0			0	0	1			0	625	0			725	735	1		
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			0.90	1.00	1.00		
Lanes:	2.00	0.00	1.00			0.00	0.00	1.00			0.00	2.00	1.00			2.00	2.00	1.00		
Final Sat.:	3200	0	1600			0	0	1600			0	3200	1600			2880	3200	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.00	0.00			0.00	0.00	0.00			0.00	0.20	0.00			0.25	0.23	0.00		
Crit Moves:	****							****				****				****				

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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

Intersection #2 Vista Del Mar / Imperial Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Vista Del Mar						Imperial Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	4	432	266	122	897	13	13	10	1	430	13	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	432	266	122	897	13	13	10	1	430	13	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	432	266	122	897	13	13	10	1	430	13	143
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	432	0	122	897	13	13	10	1	430	13	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	432	0	122	897	13	13	10	1	430	13	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	432	0	122	897	13	13	10	1	430	13	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	1.00	1.00	1.00	1.94	0.06	1.00
Final Sat.:	1600	3200	1600	1600	3154	46	1600	1600	1600	3106	94	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.08	0.28	0.28	0.01	0.01	0.00	0.14	0.14	0.09
Crit Moves:	****				****		****				****	

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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

Intersection #3 Vista Del Mar / Grand Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Vista Del Mar						Grand Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	1 1	0 0	1
Volume Module:												
Base Vol:	1	495	92	142	1067	7	7	12	3	151	8	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	495	92	142	1067	7	7	12	3	151	8	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	495	92	142	1067	7	7	12	3	151	8	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	495	92	142	1067	7	7	12	3	151	8	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	495	92	142	1067	7	7	12	3	151	8	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	495	92	142	1067	7	7	12	3	151	8	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.99	0.01	0.32	0.54	0.14	1.90	0.10	1.00
Final Sat.:	1600	2698	502	1600	3179	21	509	873	218	3039	161	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.09	0.34	0.34	0.01	0.01	0.01	0.05	0.05	0.07
Crit Moves:	****				****			****				****

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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

Intersection #4 Main St / Imperial Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Main St						Imperial Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	1	0 0 1	0	0	0 1!	0 0
Volume Module:												
Base Vol:	16	416	27	92	590	194	146	31	41	29	24	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	416	27	92	590	194	146	31	41	29	24	64
Added Vol:	0	167	0	0	167	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	583	27	92	757	194	146	31	41	29	24	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	583	27	92	757	194	146	31	41	29	24	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	583	27	92	757	194	146	31	41	29	24	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	583	27	92	757	194	146	31	41	29	24	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	1.86	0.09	0.18	1.45	0.37	1.00	0.43	0.57	0.25	0.20	0.55
Final Sat.:	82	2980	138	282	2323	595	1600	689	911	397	328	875
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.06	0.33	0.33	0.09	0.04	0.05	0.02	0.07	0.07
Crit Moves:	****			****			****				****	

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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

Intersection #5 Main St / Grand Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Main St						Grand Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	79	268	36	143	135	73	50	246	58	34	232	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	268	36	143	135	73	50	246	58	34	232	109
Added Vol:	0	167	0	0	167	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	435	36	143	302	73	50	246	58	34	232	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	435	36	143	302	73	50	246	58	34	232	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	435	36	143	302	73	50	246	58	34	232	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	435	36	143	302	73	50	246	58	34	232	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.58	0.13	0.55	1.17	0.28	0.28	1.39	0.33	0.18	1.24	0.58
Final Sat.:	460	2531	209	883	1866	451	452	2224	524	290	1980	930
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.09	0.16	0.16	0.03	0.11	0.11	0.02	0.12	0.12
Crit Moves:	****			****			****				****	

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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

Intersection #6 Main St / Holly Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.249
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Main St							Holly Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	19	414	21	19	285	39	26	10	21	12	8	17	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	19	414	21	19	285	39	26	10	21	12	8	17	
Added Vol:	0	167	0	0	167	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	19	581	21	19	452	39	26	10	21	12	8	17	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	19	581	21	19	452	39	26	10	21	12	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	19	581	21	19	452	39	26	10	21	12	8	17	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	19	581	21	19	452	39	26	10	21	12	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.06	1.87	0.07	0.07	1.78	0.15	0.46	0.17	0.37	0.32	0.22	0.46	
Final Sat.:	98	2994	108	119	2836	245	730	281	589	519	346	735	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.19	0.19	0.01	0.16	0.16	0.02	0.04	0.04	0.01	0.02	0.02	
Crit Moves:	****			****				****		****			

Chevron Coke Drum Transportation
Existing + Project
PM Peak Hour

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

Intersection #7 Main St / Mariposa Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Main St						Mariposa Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	43	467	30	67	367	54	74	52	24	26	65	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	467	30	67	367	54	74	52	24	26	65	99
Added Vol:	0	167	0	0	167	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	634	30	67	534	54	74	52	24	26	65	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	634	30	67	534	54	74	52	24	26	65	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	634	30	67	534	54	74	52	24	26	65	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	634	30	67	534	54	74	52	24	26	65	99
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	1.80	0.08	0.20	1.64	0.16	0.49	0.35	0.16	0.14	0.34	0.52
Final Sat.:	195	2870	136	327	2609	264	789	555	256	219	547	834
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.04	0.20	0.20	0.05	0.09	0.09	0.02	0.12	0.12
Crit Moves:		****			****			****			****	