APPENDIX C

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS (ICU METHODOLOGY)

APPENDIX C-I

EXISTING TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Crenshaw Boulevard						182nd Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	57	738	551	5	1048	126	121	297	144	534	524	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	738	551	5	1048	126	121	297	144	534	524	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	738	551	5	1048	126	121	297	144	534	524	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	738	551	5	1048	126	121	297	144	534	524	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	738	551	5	1048	126	121	297	144	534	524	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	738	551	5	1048	126	121	297	144	534	524	294
OvlAdjVol:			100									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.68	0.32	1.00	1.35	0.65	1.19	1.16	0.65
Final Sat.:	1600	3200	1600	1600	4285	515	1600	2155	1045	1897	1860	1043
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.34	0.00	0.24	0.24	0.08	0.14	0.14	0.28	0.28	0.28
OvlAdjV/S:			0.06									
Crit Moves:	****				****			****				****

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AM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	863	0	13	0	0	0	0	468	375	136	507	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	863	0	13	0	0	0	0	468	375	136	507	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	0	13	0	0	0	0	468	375	136	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	863	0	13	0	0	0	0	468	375	136	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	0	13	0	0	0	0	468	375	136	507	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	863	0	13	0	0	0	0	468	375	136	507	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3153	0	47	0	0	0	0	1777	1423	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.26	0.09	0.16	0.00
Crit Moves:			****					****		****		

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.092
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	512	1321	0	0	1448	362	58	0	887	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	1321	0	0	1448	362	58	0	887	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	1321	0	0	1448	362	58	0	887	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	512	1321	0	0	1448	362	58	0	887	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	1321	0	0	1448	362	58	0	887	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	1321	0	0	1448	362	58	0	887	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.40	0.60	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3840	960	196	0	3004	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.28	0.00	0.00	0.38	0.38	0.30	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****				****			

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AM Existing (2013)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.267
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	125	1051	625	60	1339	167	145	1117	81	583	909	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1051	625	60	1339	167	145	1117	81	583	909	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1051	625	60	1339	167	145	1117	81	583	909	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1051	625	60	1339	167	145	1117	81	583	909	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1051	625	60	1339	167	145	1117	81	583	909	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1051	625	60	1339	167	145	1117	81	583	909	71
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.86	0.14	1.00	2.78	0.22
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2984	216	1600	4452	348
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.39	0.04	0.28	0.10	0.05	0.37	0.37	0.36	0.20	0.20
Crit Moves:			****	****				****		****		

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	127	1276	306	175	1462	336	386	1160	75	271	939	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1276	306	175	1462	336	386	1160	75	271	939	85
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:	127	1276	306	175	1462	336	386	1160	75	271	939	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1276	306	175	1462	336	386	1160	75	271	939	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1276	306	175	1462	336	386	1160	75	271	939	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1276	306	175	1462	336	386	1160	75	271	939	85
OvlAdjVol:			155			122						
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4509	291	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.19	0.11	0.30	0.21	0.13	0.26	0.26	0.09	0.29	0.05
OvlAdjV/S:			0.10			0.08						
Crit Moves:		****			****			****			****	

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AM Existing (2013)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	175	Level Of Service:	E

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	103	613	215	81	403	177	164	1157	80	109	1546	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	613	215	81	403	177	164	1157	80	109	1546	186
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:	103	613	215	81	403	177	164	1157	80	109	1546	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	613	215	81	403	177	164	1157	80	109	1546	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	613	215	81	403	177	164	1157	80	109	1546	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	613	215	81	403	177	164	1157	80	109	1546	186
OvlAdjVol:						13						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.79	0.21
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2856	344
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.13	0.05	0.13	0.11	0.10	0.24	0.05	0.07	0.54	0.54
OvlAdjV/S:						0.01						
Crit Moves:		****			****			****			****	

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

Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

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

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	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	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	217	1226	239	186	1299	329	389	650	133	88	511	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1226	239	186	1299	329	389	650	133	88	511	91
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:	217	1226	239	186	1299	329	389	650	133	88	511	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1226	239	186	1299	329	389	650	133	88	511	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1226	239	186	1299	329	389	650	133	88	511	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1226	239	186	1299	329	389	650	133	88	511	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.15	0.06	0.27	0.21	0.14	0.20	0.08	0.03	0.16	0.06
Crit Moves:	****				****		****				****	

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AM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	205	0	61	0	0	0	0	803	294	259	537	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	61	0	0	0	0	803	294	259	537	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	61	0	0	0	0	803	294	259	537	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	0	61	0	0	0	0	803	294	259	537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	61	0	0	0	0	803	294	259	537	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	0	61	0	0	0	0	803	294	259	537	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.46	0.54	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2342	858	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.34	0.16	0.17	0.00
Crit Moves:	****							****		****		

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AM Existing (2013)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

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

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	94	1540	234	74	1649	83	85	413	105	236	506	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1540	234	74	1649	83	85	413	105	236	506	58
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:	94	1540	234	74	1649	83	85	413	105	236	506	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1540	234	74	1649	83	85	413	105	236	506	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1540	234	74	1649	83	85	413	105	236	506	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1540	234	74	1649	83	85	413	105	236	506	58
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.60	0.40	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4167	633	1600	4570	230	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.05	0.36	0.36	0.03	0.13	0.07	0.15	0.16	0.04
Crit Moves:	****				****			****			****	

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	73	571	48	43	584	228	359	307	39	154	499	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	571	48	43	584	228	359	307	39	154	499	66
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:	73	571	48	43	584	228	359	307	39	154	499	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	571	48	43	584	228	359	307	39	154	499	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	571	48	43	584	228	359	307	39	154	499	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	571	48	43	584	228	359	307	39	154	499	66
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.44	0.56	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2952	248	1600	2301	899	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.03	0.25	0.25	0.12	0.19	0.02	0.10	0.16	0.04
Crit Moves:	****				****			****			****	

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Western Avenue						Del Amo Boulevard					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	145	1275	20	19	1139	719	302	11	72	19	83	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1275	20	19	1139	719	302	11	72	19	83	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1275	20	19	1139	719	302	11	72	19	83	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1275	20	19	1139	719	302	11	72	19	83	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1275	20	19	1139	719	302	11	72	19	83	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1275	20	19	1139	719	302	11	72	19	83	70
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	1.97	0.03	1.00	2.00	1.00	1.93	0.07	1.00	0.11	0.48	0.41
Final Sat.:	1600	3151	49	1600	3200	1600	3088	112	1600	177	772	651
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.01	0.36	0.45	0.10	0.10	0.05	0.11	0.11	0.11
Crit Moves:	****					****		****			****	

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AM Existing (2013)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1820	133	196	1774	0	0	0	0	37	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1820	133	196	1774	0	0	0	0	37	0	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1820	133	196	1774	0	0	0	0	37	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1820	133	196	1774	0	0	0	0	37	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1820	133	196	1774	0	0	0	0	37	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1820	133	196	1774	0	0	0	0	37	0	48
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:	0.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4473	327	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.12	0.37	0.00	0.00	0.00	0.00	0.01	0.00	0.03
Crit Moves:		****		****								****

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AM Existing (2013)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Madrona Avenue at Torrance Boulevard

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

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	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 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	178	1100	152	159	1059	268	317	837	95	156	852	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:	178	1100	152	159	1059	268	317	837	95	156	852	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1100	152	159	1059	268	317	837	95	156	852	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:	178	1100	152	159	1059	268	317	837	95	156	852	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1100	152	159	1059	268	317	837	95	156	852	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:	178	1100	152	159	1059	268	317	837	95	156	852	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.68	0.32
Final Sat.:	2880	4217	583	2880	4800	1600	2880	3200	1600	2880	4296	504
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.06	0.22	0.17	0.11	0.26	0.06	0.05	0.20	0.20
Crit Moves:		****		****			****				****	

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

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

Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	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 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	167	1502	234	87	1134	110	190	820	85	196	893	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1502	234	87	1134	110	190	820	85	196	893	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1502	234	87	1134	110	190	820	85	196	893	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:	167	1502	234	87	1134	110	190	820	85	196	893	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1502	234	87	1134	110	190	820	85	196	893	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:	167	1502	234	87	1134	110	190	820	85	196	893	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.60	0.40	2.00	2.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4153	647	2880	4376	424	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.03	0.26	0.26	0.07	0.26	0.05	0.07	0.19	0.10
Crit Moves:		****		****				****		****		

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AM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	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	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	108	1154	78	55	690	172	171	711	55	143	1070	138
Growth Adj:	1.00	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	1154	78	55	690	172	171	711	55	143	1070	138
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:	108	1154	78	55	690	172	171	711	55	143	1070	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1154	78	55	690	172	171	711	55	143	1070	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1154	78	55	690	172	171	711	55	143	1070	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1154	78	55	690	172	171	711	55	143	1070	138
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	1.87	0.13	1.00	3.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1600	2997	203	1600	4800	1600	1600	4455	345	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.39	0.03	0.14	0.11	0.11	0.16	0.16	0.09	0.22	0.09
Crit Moves:			****	****			****				****	

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AM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	110	1519	283	199	1124	112	213	850	55	286	1020	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1519	283	199	1124	112	213	850	55	286	1020	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1519	283	199	1124	112	213	850	55	286	1020	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	1519	283	199	1124	112	213	850	55	286	1020	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1519	283	199	1124	112	213	850	55	286	1020	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1519	283	199	1124	112	213	850	55	286	1020	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4365	435	2880	4508	292	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.18	0.07	0.26	0.26	0.07	0.19	0.19	0.10	0.32	0.12
Crit Moves:		****		****			****				****	

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AM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	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	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	259	1322	242	175	1094	136	170	954	152	461	1416	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1322	242	175	1094	136	170	954	152	461	1416	301
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:	259	1322	242	175	1094	136	170	954	152	461	1416	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	1322	242	175	1094	136	170	954	152	461	1416	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1322	242	175	1094	136	170	954	152	461	1416	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	1322	242	175	1094	136	170	954	152	461	1416	301
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.15	0.06	0.23	0.09	0.06	0.20	0.10	0.16	0.22	0.19
Crit Moves:	****				****			****		****		

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PM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	E

Street Name:	Crenshaw Boulevard						182nd Street					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	166	1138	830	65	1028	178	175	412	85	479	732	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1138	830	65	1028	178	175	412	85	479	732	261
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:	166	1138	830	65	1028	178	175	412	85	479	732	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1138	830	65	1028	178	175	412	85	479	732	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1138	830	65	1028	178	175	412	85	479	732	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1138	830	65	1028	178	175	412	85	479	732	261
OvlAdjVol:			330									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.56	0.44	1.00	1.66	0.34	1.00	1.47	0.53
Final Sat.:	1600	3200	1600	1600	4092	708	1600	2653	547	1600	2344	856
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.52	0.04	0.25	0.25	0.11	0.16	0.16	0.30	0.31	0.30
OvlAdjV/S:			0.21									
Crit Moves:		****		****					****		****	

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PM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	802	0	20	0	0	0	0	747	568	212	686	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	802	0	20	0	0	0	0	747	568	212	686	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	802	0	20	0	0	0	0	747	568	212	686	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	802	0	20	0	0	0	0	747	568	212	686	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	0	20	0	0	0	0	747	568	212	686	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	802	0	20	0	0	0	0	747	568	212	686	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	3122	0	78	0	0	0	0	1818	1382	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.41	0.41	0.13	0.21	0.00
Crit Moves:			****					****		****		

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PM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	267	2006	0	0	1409	206	100	0	688	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	2006	0	0	1409	206	100	0	688	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	2006	0	0	1409	206	100	0	688	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	2006	0	0	1409	206	100	0	688	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	2006	0	0	1409	206	100	0	688	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	2006	0	0	1409	206	100	0	688	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.62	0.38	0.25	0.00	1.75	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4188	612	406	0	2794	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.42	0.00	0.00	0.34	0.34	0.25	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					

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PM Existing (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.168
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	85	1195	595	75	1225	190	215	853	132	547	1051	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1195	595	75	1225	190	215	853	132	547	1051	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	1195	595	75	1225	190	215	853	132	547	1051	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	1195	595	75	1225	190	215	853	132	547	1051	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1195	595	75	1225	190	215	853	132	547	1051	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	1195	595	75	1225	190	215	853	132	547	1051	104
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.73	0.27	1.00	2.73	0.27
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2771	429	1600	4368	432
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.37	0.05	0.26	0.12	0.07	0.31	0.31	0.34	0.24	0.24
Crit Moves:			****	****				****		****		

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PM Existing (2013)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.986
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	175	Level Of Service:	E

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	138	1617	223	163	1431	271	311	950	82	231	1085	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1617	223	163	1431	271	311	950	82	231	1085	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1617	223	163	1431	271	311	950	82	231	1085	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1617	223	163	1431	271	311	950	82	231	1085	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1617	223	163	1431	271	311	950	82	231	1085	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1617	223	163	1431	271	311	950	82	231	1085	160
OvlAdjVol:			95			98						
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4419	381	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.14	0.10	0.30	0.17	0.11	0.22	0.21	0.08	0.34	0.10
OvlAdjV/S:			0.06			0.06						
Crit Moves:		****			****			****			****	

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	424	154	211	668	195	101	1300	149	186	1310	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	424	154	211	668	195	101	1300	149	186	1310	121
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:	92	424	154	211	668	195	101	1300	149	186	1310	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	424	154	211	668	195	101	1300	149	186	1310	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	424	154	211	668	195	101	1300	149	186	1310	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	424	154	211	668	195	101	1300	149	186	1310	121
OvlAdjVol:						94						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.83	0.17
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2929	271
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.10	0.13	0.21	0.12	0.06	0.27	0.09	0.12	0.45	0.45
OvlAdjV/S:						0.06						
Crit Moves:		****			****			****			****	

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

Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	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	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	167	1256	111	237	1384	366	476	460	195	242	828	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1256	111	237	1384	366	476	460	195	242	828	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1256	111	237	1384	366	476	460	195	242	828	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1256	111	237	1384	366	476	460	195	242	828	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1256	111	237	1384	366	476	460	195	242	828	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1256	111	237	1384	366	476	460	195	242	828	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.07	0.08	0.29	0.23	0.17	0.14	0.12	0.08	0.26	0.09
Crit Moves:	****				****		****				****	

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	366	0	312	0	0	0	0	588	242	91	814	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	0	312	0	0	0	0	588	242	91	814	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	0	312	0	0	0	0	588	242	91	814	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	0	312	0	0	0	0	588	242	91	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	0	312	0	0	0	0	588	242	91	814	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	0	312	0	0	0	0	588	242	91	814	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.42	0.58	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2267	933	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.20	0.00	0.00	0.00	0.00	0.26	0.26	0.06	0.25	0.00
Crit Moves:	****							****		****		

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

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	87	1742	164	73	1571	78	186	660	99	205	609	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1742	164	73	1571	78	186	660	99	205	609	46
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:	87	1742	164	73	1571	78	186	660	99	205	609	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1742	164	73	1571	78	186	660	99	205	609	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1742	164	73	1571	78	186	660	99	205	609	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1742	164	73	1571	78	186	660	99	205	609	46
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4387	413	1600	4573	227	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.05	0.34	0.34	0.06	0.21	0.06	0.13	0.19	0.03
Crit Moves:		****		****				****		****		

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	125	678	118	77	574	300	275	519	101	82	429	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	678	118	77	574	300	275	519	101	82	429	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	678	118	77	574	300	275	519	101	82	429	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	678	118	77	574	300	275	519	101	82	429	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	678	118	77	574	300	275	519	101	82	429	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	678	118	77	574	300	275	519	101	82	429	56
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.31	0.69	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2726	474	1600	2102	1098	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.05	0.27	0.27	0.10	0.32	0.06	0.05	0.13	0.04
Crit Moves:	****				****			****		****		

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PM Existing (2013)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Western Avenue						Del Amo Boulevard					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	88	1144	14	44	1584	407	673	64	204	13	29	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1144	14	44	1584	407	673	64	204	13	29	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1144	14	44	1584	407	673	64	204	13	29	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1144	14	44	1584	407	673	64	204	13	29	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1144	14	44	1584	407	673	64	204	13	29	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1144	14	44	1584	407	673	64	204	13	29	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.83	0.17	1.00	0.19	0.44	0.37
Final Sat.:	1600	3161	39	1600	3819	981	2922	278	1600	310	693	597
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.03	0.41	0.41	0.23	0.23	0.13	0.04	0.04	0.04
Crit Moves:	****				****			****			****	

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1837	50	55	1855	0	0	0	0	142	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1837	50	55	1855	0	0	0	0	142	0	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1837	50	55	1855	0	0	0	0	142	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1837	50	55	1855	0	0	0	0	142	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1837	50	55	1855	0	0	0	0	142	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1837	50	55	1855	0	0	0	0	142	0	176
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:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4673	127	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.03	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.11
Crit Moves:		****		****								****

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	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 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	142	1003	132	153	1278	260	287	756	224	311	689	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1003	132	153	1278	260	287	756	224	311	689	136
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:	142	1003	132	153	1278	260	287	756	224	311	689	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1003	132	153	1278	260	287	756	224	311	689	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1003	132	153	1278	260	287	756	224	311	689	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1003	132	153	1278	260	287	756	224	311	689	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49
Final Sat.:	2880	4242	558	2880	4800	1600	2880	3200	1600	2880	4009	791
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.05	0.27	0.16	0.10	0.24	0.14	0.11	0.17	0.17
Crit Moves:	****				****			****		****		

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	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 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	151	1398	205	198	1332	132	125	827	97	198	775	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1398	205	198	1332	132	125	827	97	198	775	130
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:	151	1398	205	198	1332	132	125	827	97	198	775	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	1398	205	198	1332	132	125	827	97	198	775	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1398	205	198	1332	132	125	827	97	198	775	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	1398	205	198	1332	132	125	827	97	198	775	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.62	0.38	2.00	2.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4186	614	2880	4367	433	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.07	0.31	0.30	0.04	0.26	0.06	0.07	0.16	0.08
Crit Moves:		****		****				****		****		

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	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	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	78	852	139	163	1314	293	162	1104	169	137	848	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	852	139	163	1314	293	162	1104	169	137	848	74
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:	78	852	139	163	1314	293	162	1104	169	137	848	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	852	139	163	1314	293	162	1104	169	137	848	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	852	139	163	1314	293	162	1104	169	137	848	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	852	139	163	1314	293	162	1104	169	137	848	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	3.00	1.00	1.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	1600	2751	449	1600	4800	1600	1600	4163	637	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.10	0.27	0.18	0.10	0.27	0.27	0.09	0.18	0.05
Crit Moves:		****		****				****		****		

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	141	1350	227	259	1335	133	175	1076	63	326	969	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1350	227	259	1335	133	175	1076	63	326	969	142
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:	141	1350	227	259	1335	133	175	1076	63	326	969	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1350	227	259	1335	133	175	1076	63	326	969	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1350	227	259	1335	133	175	1076	63	326	969	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1350	227	259	1335	133	175	1076	63	326	969	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4365	435	2880	4535	265	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.14	0.09	0.31	0.31	0.06	0.24	0.24	0.11	0.30	0.09
Crit Moves:		****		****			****				****	

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	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	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
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:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.37	0.12	0.28	0.14	0.07	0.26	0.15	0.16	0.19	0.12
Crit Moves:			****	****				****		****		

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APPENDIX C-II

EXISTING WITH PROJECT TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

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

Street Name:	Crenshaw Boulevard						182nd Street					
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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	57	756	554	5	1063	126	121	297	144	545	524	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	756	554	5	1063	126	121	297	144	545	524	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	756	554	5	1063	126	121	297	144	545	524	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	756	554	5	1063	126	121	297	144	545	524	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	756	554	5	1063	126	121	297	144	545	524	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	756	554	5	1063	126	121	297	144	545	524	294
OvlAdjVol:			98									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.68	0.32	1.00	1.35	0.65	1.21	1.15	0.64
Final Sat.:	1600	3200	1600	1600	4291	509	1600	2155	1045	1924	1846	1031
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.35	0.00	0.25	0.25	0.08	0.14	0.14	0.28	0.28	0.29
OvlAdjV/S:			0.06									
Crit Moves:	****				****			****				****

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AM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	874	0	13	0	0	0	0	468	378	136	507	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	874	0	13	0	0	0	0	468	378	136	507	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	874	0	13	0	0	0	0	468	378	136	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	874	0	13	0	0	0	0	468	378	136	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	874	0	13	0	0	0	0	468	378	136	507	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	874	0	13	0	0	0	0	468	378	136	507	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3153	0	47	0	0	0	0	1770	1430	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.26	0.26	0.09	0.16	0.00
Crit Moves:			****					****		****		

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AM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.103
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	515	1342	0	0	1474	362	58	0	898	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	515	1342	0	0	1474	362	58	0	898	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	515	1342	0	0	1474	362	58	0	898	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	515	1342	0	0	1474	362	58	0	898	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	1342	0	0	1474	362	58	0	898	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	1342	0	0	1474	362	58	0	898	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.41	0.59	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3854	946	194	0	3006	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.28	0.00	0.00	0.38	0.38	0.30	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****				****			

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AM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.269
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	125	1051	625	60	1339	167	145	1124	81	583	911	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1051	625	60	1339	167	145	1124	81	583	911	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1051	625	60	1339	167	145	1124	81	583	911	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1051	625	60	1339	167	145	1124	81	583	911	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1051	625	60	1339	167	145	1124	81	583	911	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1051	625	60	1339	167	145	1124	81	583	911	71
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13	1.00	2.78	0.22
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2985	215	1600	4453	347
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.39	0.04	0.28	0.10	0.05	0.38	0.38	0.36	0.20	0.20
Crit Moves:			****	****				****		****		

AM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.921
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	129	1300	308	175	1500	336	386	1160	82	278	939	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1300	308	175	1500	336	386	1160	82	278	939	85
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:	129	1300	308	175	1500	336	386	1160	82	278	939	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1300	308	175	1500	336	386	1160	82	278	939	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1300	308	175	1500	336	386	1160	82	278	939	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	1300	308	175	1500	336	386	1160	82	278	939	85
OvlAdjVol:			154			122						
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4483	317	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.19	0.11	0.31	0.21	0.13	0.26	0.26	0.10	0.29	0.05
OvlAdjV/S:			0.10			0.08						
Crit Moves:	****				****		****				****	

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AM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	179	Level Of Service:	E

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	103	613	215	81	403	177	164	1159	80	109	1553	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	613	215	81	403	177	164	1159	80	109	1553	186
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:	103	613	215	81	403	177	164	1159	80	109	1553	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	613	215	81	403	177	164	1159	80	109	1553	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	613	215	81	403	177	164	1159	80	109	1553	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	613	215	81	403	177	164	1159	80	109	1553	186
OvlAdjVol:						13						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.79	0.21
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2858	342
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.13	0.05	0.13	0.11	0.10	0.24	0.05	0.07	0.54	0.54
OvlAdjV/S:						0.01						
Crit Moves:		****			****			****			****	

AM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

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

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	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	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	217	1226	239	186	1299	329	389	657	133	88	513	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1226	239	186	1299	329	389	657	133	88	513	91
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:	217	1226	239	186	1299	329	389	657	133	88	513	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1226	239	186	1299	329	389	657	133	88	513	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1226	239	186	1299	329	389	657	133	88	513	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	1226	239	186	1299	329	389	657	133	88	513	91
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.15	0.06	0.27	0.21	0.14	0.21	0.08	0.03	0.16	0.06
Crit Moves:	****				****		****				****	

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	205	0	61	0	0	0	0	810	294	259	539	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	61	0	0	0	0	810	294	259	539	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	61	0	0	0	0	810	294	259	539	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	0	61	0	0	0	0	810	294	259	539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	61	0	0	0	0	810	294	259	539	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	0	61	0	0	0	0	810	294	259	539	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.47	0.53	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2348	852	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.35	0.16	0.17	0.00
Crit Moves:	****								****	****		

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

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	96	1567	236	74	1701	83	85	413	112	243	506	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1567	236	74	1701	83	85	413	112	243	506	58
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:	96	1567	236	74	1701	83	85	413	112	243	506	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1567	236	74	1701	83	85	413	112	243	506	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1567	236	74	1701	83	85	413	112	243	506	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1567	236	74	1701	83	85	413	112	243	506	58
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.61	0.39	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4172	628	1600	4577	223	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.05	0.37	0.37	0.03	0.13	0.07	0.15	0.16	0.04
Crit Moves:	****				****			****		****		

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	73	571	48	43	584	228	359	309	39	154	506	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	571	48	43	584	228	359	309	39	154	506	66
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:	73	571	48	43	584	228	359	309	39	154	506	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	571	48	43	584	228	359	309	39	154	506	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	571	48	43	584	228	359	309	39	154	506	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	571	48	43	584	228	359	309	39	154	506	66
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.44	0.56	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2952	248	1600	2301	899	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.03	0.25	0.25	0.12	0.19	0.02	0.10	0.16	0.04
Crit Moves:	****				****			****			****	

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Western Avenue						Del Amo Boulevard					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	145	1275	20	19	1139	719	302	13	72	19	90	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1275	20	19	1139	719	302	13	72	19	90	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1275	20	19	1139	719	302	13	72	19	90	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1275	20	19	1139	719	302	13	72	19	90	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1275	20	19	1139	719	302	13	72	19	90	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1275	20	19	1139	719	302	13	72	19	90	70
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	1.97	0.03	1.00	2.00	1.00	1.92	0.08	1.00	0.11	0.50	0.39
Final Sat.:	1600	3151	49	1600	3200	1600	3068	132	1600	170	804	626
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.01	0.36	0.45	0.10	0.10	0.05	0.11	0.11	0.11
Crit Moves:	****					****		****		****		

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	40	1835	133	196	1832	8	16	0	32	37	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1835	133	196	1832	8	16	0	32	37	0	48
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:	40	1835	133	196	1832	8	16	0	32	37	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1835	133	196	1832	8	16	0	32	37	0	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1835	133	196	1832	8	16	0	32	37	0	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1835	133	196	1832	8	16	0	32	37	0	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	2.99	0.01	0.33	0.00	0.67	2.00	0.00	1.00
Final Sat.:	1600	4476	324	1600	4779	21	533	0	1067	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.12	0.38	0.38	0.03	0.00	0.03	0.01	0.00	0.03
Crit Moves:		****		****			****					****

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	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 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	178	1100	152	159	1059	268	317	863	95	156	868	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:	178	1100	152	159	1059	268	317	863	95	156	868	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1100	152	159	1059	268	317	863	95	156	868	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:	178	1100	152	159	1059	268	317	863	95	156	868	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1100	152	159	1059	268	317	863	95	156	868	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:	178	1100	152	159	1059	268	317	863	95	156	868	100
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.69	0.31
Final Sat.:	2880	4217	583	2880	4800	1600	2880	3200	1600	2880	4304	496
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.06	0.22	0.17	0.11	0.27	0.06	0.05	0.20	0.20
Crit Moves:		****		****				****		****		

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	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 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	167	1569	234	104	1155	126	216	820	85	196	893	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1569	234	104	1155	126	216	820	85	196	893	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1569	234	104	1155	126	216	820	85	196	893	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:	167	1569	234	104	1155	126	216	820	85	196	893	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1569	234	104	1155	126	216	820	85	196	893	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:	167	1569	234	104	1155	126	216	820	85	196	893	189
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.61	0.39	2.00	2.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4177	623	2880	4328	472	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.04	0.27	0.27	0.08	0.26	0.05	0.07	0.19	0.12
Crit Moves:		****		****				****		****		

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	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	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	112	1154	78	55	690	172	171	727	56	143	1096	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1154	78	55	690	172	171	727	56	143	1096	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1154	78	55	690	172	171	727	56	143	1096	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1154	78	55	690	172	171	727	56	143	1096	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1154	78	55	690	172	171	727	56	143	1096	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1154	78	55	690	172	171	727	56	143	1096	138
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	1.87	0.13	1.00	3.00	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1600	2997	203	1600	4800	1600	1600	4457	343	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.39	0.03	0.14	0.11	0.11	0.16	0.16	0.09	0.23	0.09
Crit Moves:			****	****			****				****	

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	110	1572	283	201	1142	114	220	850	55	286	1020	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1572	283	201	1142	114	220	850	55	286	1020	197
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:	110	1572	283	201	1142	114	220	850	55	286	1020	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1572	283	201	1142	114	220	850	55	286	1020	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1572	283	201	1142	114	220	850	55	286	1020	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	1572	283	201	1142	114	220	850	55	286	1020	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4364	436	2880	4508	292	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.18	0.07	0.26	0.26	0.08	0.19	0.19	0.10	0.32	0.12
Crit Moves:		****		****			****				****	

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	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	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	259	1359	242	177	1108	138	177	954	152	461	1416	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1359	242	177	1108	138	177	954	152	461	1416	309
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:	259	1359	242	177	1108	138	177	954	152	461	1416	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	1359	242	177	1108	138	177	954	152	461	1416	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	1359	242	177	1108	138	177	954	152	461	1416	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	1359	242	177	1108	138	177	954	152	461	1416	309
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.15	0.06	0.23	0.09	0.06	0.20	0.10	0.16	0.22	0.19
Crit Moves:	****				****			****		****		

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

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Crenshaw Boulevard						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	83	1993	0	0	1843	58	15	0	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1993	0	0	1843	58	15	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1993	0	0	1843	58	15	0	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1993	0	0	1843	58	15	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1993	0	0	1843	58	15	0	22	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1993	0	0	1843	58	15	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.00	0.00	0.38	0.04	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****				****			

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	E

Street Name:	Crenshaw Boulevard						182nd Street					
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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1	1 0	1 1	0 1	0
Volume Module:												
Base Vol:	166	1152	839	65	1046	178	175	412	85	482	732	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1152	839	65	1046	178	175	412	85	482	732	261
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:	166	1152	839	65	1046	178	175	412	85	482	732	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1152	839	65	1046	178	175	412	85	482	732	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1152	839	65	1046	178	175	412	85	482	732	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1152	839	65	1046	178	175	412	85	482	732	261
OvlAdjVol:			342									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.56	0.44	1.00	1.66	0.34	1.00	1.47	0.53
Final Sat.:	1600	3200	1600	1600	4102	698	1600	2653	547	1600	2356	844
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.52	0.04	0.26	0.25	0.11	0.16	0.16	0.30	0.31	0.31
OvlAdjV/S:			0.21									
Crit Moves:		****		****					****		****	

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

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	805	0	20	0	0	0	0	747	577	212	686	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	805	0	20	0	0	0	0	747	577	212	686	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	805	0	20	0	0	0	0	747	577	212	686	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	805	0	20	0	0	0	0	747	577	212	686	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	805	0	20	0	0	0	0	747	577	212	686	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	805	0	20	0	0	0	0	747	577	212	686	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	0.00	1.13	0.87	1.00	2.00	0.00
Final Sat.:	3122	0	78	0	0	0	0	1805	1395	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.41	0.41	0.13	0.21	0.00
Crit Moves:	****							****		****		

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	276	2029	0	0	1430	206	100	0	691	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	2029	0	0	1430	206	100	0	691	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	2029	0	0	1430	206	100	0	691	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	2029	0	0	1430	206	100	0	691	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	2029	0	0	1430	206	100	0	691	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	2029	0	0	1430	206	100	0	691	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.62	0.38	0.25	0.00	1.75	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4196	604	405	0	2795	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.42	0.00	0.00	0.34	0.34	0.25	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.169
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	85	1195	595	75	1225	190	215	855	132	547	1057	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1195	595	75	1225	190	215	855	132	547	1057	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	1195	595	75	1225	190	215	855	132	547	1057	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	1195	595	75	1225	190	215	855	132	547	1057	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1195	595	75	1225	190	215	855	132	547	1057	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	1195	595	75	1225	190	215	855	132	547	1057	104
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.73	0.27	1.00	2.73	0.27
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2772	428	1600	4370	430
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.37	0.05	0.26	0.12	0.07	0.31	0.31	0.34	0.24	0.24
Crit Moves:			****	****				****		****		

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.993
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	144	1650	229	163	1455	271	311	950	84	233	1085	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1650	229	163	1455	271	311	950	84	233	1085	160
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:	144	1650	229	163	1455	271	311	950	84	233	1085	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1650	229	163	1455	271	311	950	84	233	1085	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1650	229	163	1455	271	311	950	84	233	1085	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1650	229	163	1455	271	311	950	84	233	1085	160
OvlAdjVol:			100			98						
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	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4410	390	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.14	0.10	0.30	0.17	0.11	0.22	0.22	0.08	0.34	0.10
OvlAdjV/S:			0.06			0.06						
Crit Moves:		****			****			****			****	

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	424	154	211	668	195	101	1306	149	186	1312	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	424	154	211	668	195	101	1306	149	186	1312	121
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:	92	424	154	211	668	195	101	1306	149	186	1312	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	424	154	211	668	195	101	1306	149	186	1312	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	424	154	211	668	195	101	1306	149	186	1312	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	424	154	211	668	195	101	1306	149	186	1312	121
OvlAdjVol:						94						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.83	0.17
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2930	270
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.10	0.13	0.21	0.12	0.06	0.27	0.09	0.12	0.45	0.45
OvlAdjV/S:						0.06						
Crit Moves:		****		****			****				****	

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

Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	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	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	167	1256	111	237	1384	366	476	462	195	242	834	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1256	111	237	1384	366	476	462	195	242	834	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1256	111	237	1384	366	476	462	195	242	834	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1256	111	237	1384	366	476	462	195	242	834	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1256	111	237	1384	366	476	462	195	242	834	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1256	111	237	1384	366	476	462	195	242	834	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.07	0.08	0.29	0.23	0.17	0.14	0.12	0.08	0.26	0.09
Crit Moves:	****				****		****				****	

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	366	0	312	0	0	0	0	590	242	91	820	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	0	312	0	0	0	0	590	242	91	820	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	0	312	0	0	0	0	590	242	91	820	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	366	0	312	0	0	0	0	590	242	91	820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	0	312	0	0	0	0	590	242	91	820	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	0	312	0	0	0	0	590	242	91	820	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.42	0.58	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2269	931	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.20	0.00	0.00	0.00	0.00	0.26	0.26	0.06	0.26	0.00
Crit Moves:	****							****		****		

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

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.889
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	93	1786	170	73	1599	78	186	660	101	207	609	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1786	170	73	1599	78	186	660	101	207	609	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1786	170	73	1599	78	186	660	101	207	609	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1786	170	73	1599	78	186	660	101	207	609	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1786	170	73	1599	78	186	660	101	207	609	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1786	170	73	1599	78	186	660	101	207	609	46
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4383	417	1600	4577	223	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.05	0.35	0.35	0.06	0.21	0.06	0.13	0.19	0.03
Crit Moves:		****		****				****		****		

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	125	678	118	77	574	300	275	525	101	82	431	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	678	118	77	574	300	275	525	101	82	431	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	678	118	77	574	300	275	525	101	82	431	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	678	118	77	574	300	275	525	101	82	431	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	678	118	77	574	300	275	525	101	82	431	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	678	118	77	574	300	275	525	101	82	431	56
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	1.31	0.69	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2726	474	1600	2102	1098	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.05	0.27	0.27	0.10	0.33	0.06	0.05	0.13	0.04
Crit Moves:	****				****			****		****		

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Western Avenue						Del Amo Boulevard					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	88	1144	14	44	1584	407	673	70	204	13	31	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1144	14	44	1584	407	673	70	204	13	31	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1144	14	44	1584	407	673	70	204	13	31	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1144	14	44	1584	407	673	70	204	13	31	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1144	14	44	1584	407	673	70	204	13	31	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	1144	14	44	1584	407	673	70	204	13	31	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.81	0.19	1.00	0.19	0.45	0.36
Final Sat.:	1600	3161	39	1600	3819	981	2899	301	1600	301	719	580
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.03	0.41	0.41	0.23	0.23	0.13	0.04	0.04	0.04
Crit Moves:	****				****			****				****

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	32	1885	50	55	1871	16	8	0	40	142	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1885	50	55	1871	16	8	0	40	142	0	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1885	50	55	1871	16	8	0	40	142	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1885	50	55	1871	16	8	0	40	142	0	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1885	50	55	1871	16	8	0	40	142	0	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1885	50	55	1871	16	8	0	40	142	0	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	2.97	0.03	0.17	0.00	0.83	2.00	0.00	1.00
Final Sat.:	1600	4676	124	1600	4759	41	267	0	1333	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.03	0.39	0.39	0.03	0.00	0.03	0.05	0.00	0.11
Crit Moves:		****		****					****			****

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	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 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	142	1003	132	153	1278	260	287	772	224	311	713	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1003	132	153	1278	260	287	772	224	311	713	136
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:	142	1003	132	153	1278	260	287	772	224	311	713	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1003	132	153	1278	260	287	772	224	311	713	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1003	132	153	1278	260	287	772	224	311	713	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1003	132	153	1278	260	287	772	224	311	713	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.52	0.48
Final Sat.:	2880	4242	558	2880	4800	1600	2880	3200	1600	2880	4031	769
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.05	0.27	0.16	0.10	0.24	0.14	0.11	0.18	0.18
Crit Moves:	****				****			****			****	

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	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 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	151	1420	205	225	1390	156	141	827	97	198	775	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1420	205	225	1390	156	141	827	97	198	775	147
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:	151	1420	205	225	1390	156	141	827	97	198	775	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	1420	205	225	1390	156	141	827	97	198	775	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1420	205	225	1390	156	141	827	97	198	775	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	1420	205	225	1390	156	141	827	97	198	775	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.62	0.38	2.00	2.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4194	606	2880	4316	484	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.08	0.32	0.32	0.05	0.26	0.06	0.07	0.16	0.09
Crit Moves:		****		****				****		****		

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	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	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	79	852	139	163	1314	293	162	1128	173	137	864	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	852	139	163	1314	293	162	1128	173	137	864	74
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:	79	852	139	163	1314	293	162	1128	173	137	864	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	852	139	163	1314	293	162	1128	173	137	864	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	852	139	163	1314	293	162	1128	173	137	864	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	852	139	163	1314	293	162	1128	173	137	864	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	3.00	1.00	1.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	1600	2751	449	1600	4800	1600	1600	4162	638	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.10	0.27	0.18	0.10	0.27	0.27	0.09	0.18	0.05
Crit Moves:		****		****				****		****		

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	141	1368	227	265	1381	139	177	1076	63	326	969	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1368	227	265	1381	139	177	1076	63	326	969	144
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:	141	1368	227	265	1381	139	177	1076	63	326	969	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1368	227	265	1381	139	177	1076	63	326	969	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1368	227	265	1381	139	177	1076	63	326	969	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	1368	227	265	1381	139	177	1076	63	326	969	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4361	439	2880	4535	265	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.14	0.09	0.32	0.32	0.06	0.24	0.24	0.11	0.30	0.09
Crit Moves:		****		****			****				****	

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PM Existing With Project (2013)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	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	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
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:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.37	0.12	0.28	0.14	0.07	0.26	0.15	0.16	0.19	0.12
Crit Moves:			****	****				****		****		

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PM Existing With Project (2013)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Crenshaw Boulevard						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	23	1919	0	0	2037	16	48	0	69	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1919	0	0	2037	16	48	0	69	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1919	0	0	2037	16	48	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1919	0	0	2037	16	48	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1919	0	0	2037	16	48	0	69	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1919	0	0	2037	16	48	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.00	0.00	0.42	0.01	0.03	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****			

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APPENDIX C-III

EXISTING WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS (ICU METHODOLOGY)

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