APPENDIX F

YEAR 2015 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS (HCM METHODOLOGY)

APPENDIX F-I

YEAR 2015 WITHOUT PROJECT TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	12	Average Delay (sec/veh):	27.3
Optimal Cycle:	73	Level Of Service:	C

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:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	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:	58	770	629	23	1118	129	123	303	147	694	534	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	770	629	23	1118	129	123	303	147	694	534	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	770	629	23	1118	129	123	303	147	694	534	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	811	662	24	1177	136	129	319	155	731	562	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	811	662	24	1177	136	129	319	155	731	562	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	811	662	24	1177	136	129	319	155	731	562	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	0.85	0.17	0.99	0.99	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.00	1.35	0.65	1.35	1.04	0.61
Final Sat.:	277	3800	1615	323	5034	581	1805	2433	1181	2426	1867	1108
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.41	0.07	0.23	0.23	0.07	0.13	0.13	0.30	0.30	0.30
Crit Moves:					****			****			****	
Green/Cycle:	0.30	0.30	0.70	0.30	0.30	0.30	0.17	0.17	0.17	0.39	0.39	0.39
Volume/Cap:	0.72	0.70	0.59	0.25	0.77	0.77	0.42	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	54.3	29.6	7.9	24.9	30.6	30.6	34.3	41.5	41.5	25.6	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	29.6	7.9	24.9	30.6	30.6	34.3	41.5	41.5	25.6	25.6	25.6
LOS by Move:	D	C	A	C	C	C	C	D	D	C	C	C
HCM2kAvgQ:	3	11	10	1	13	13	4	8	8	15	15	15

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AM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	90	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	8	Average Delay (sec/veh):	20.0
Optimal Cycle:	61	Level Of Service:	B

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:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1!	0 0	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module:												
Base Vol:	1000	0	38	0	0	0	0	525	420	161	564	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:	1000	0	38	0	0	0	0	525	420	161	564	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:	1000	0	38	0	0	0	0	525	420	161	564	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1053	0	40	0	0	0	0	553	442	169	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1053	0	40	0	0	0	0	553	442	169	594	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:	1053	0	40	0	0	0	0	553	442	169	594	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.93	0.93	0.22	1.00	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3476	0	127	0	0	0	0	1970	1576	418	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.31	0.00	0.00	0.00	0.00	0.28	0.28	0.41	0.16	0.00
Crit Moves:			****							****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.51	0.00
Volume/Cap:	0.76	0.00	0.79	0.00	0.00	0.00	0.00	0.55	0.55	0.79	0.30	0.00
Delay/Veh:	25.8	0.0	26.9	0.0	0.0	0.0	0.0	15.2	15.2	35.6	12.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	0.0	26.9	0.0	0.0	0.0	0.0	15.2	15.2	35.6	12.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	15	0	16	0	0	0	0	10	10	6	5	0

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AM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.270
Loss Time (sec):	12	Average Delay (sec/veh):	75.7
Optimal Cycle:	180	Level Of Service:	E

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:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	559	1409	0	0	1655	391	84	0	1025	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:	559	1409	0	0	1655	391	84	0	1025	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:	559	1409	0	0	1655	391	84	0	1025	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	588	1483	0	0	1742	412	88	0	1079	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	1483	0	0	1742	412	88	0	1079	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:	588	1483	0	0	1742	412	88	0	1079	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	0.97	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.43	0.57	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4477	1058	229	0	3029	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.00	0.00	0.39	0.39	0.39	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.58	0.00	0.00	0.33	0.33	0.29	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.33	0.45	0.00	0.00	1.17	1.17	1.33	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	199.1	10.9	0.0	0.0	112	111.6	190.1	0.0	16.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.1	10.9	0.0	0.0	112	111.6	190.1	0.0	16.2	0.0	0.0	0.0
LOS by Move:	F	B	A	A	F	F	F	A	B	A	A	A
HCM2kAvgQ:	36	8	0	0	36	36	39	0	12	0	0	0

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AM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.328
Loss Time (sec):	16	Average Delay (sec/veh):	106.3
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:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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:	128	1072	640	61	1366	170	148	1162	83	600	956	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1072	640	61	1366	170	148	1162	83	600	956	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	1072	640	61	1366	170	148	1162	83	600	956	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	1128	674	64	1438	179	156	1223	87	632	1006	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1128	674	64	1438	179	156	1223	87	632	1006	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1128	674	64	1438	179	156	1223	87	632	1006	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13	1.00	2.79	0.21
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3511	251	1805	5248	395
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.42	0.04	0.25	0.11	0.05	0.35	0.35	0.35	0.19	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.29	0.29	0.05	0.26	0.26	0.08	0.28	0.28	0.24	0.45	0.45
Volume/Cap:	0.98	0.68	1.44	0.71	0.96	0.42	0.61	1.23	1.23	1.44	0.43	0.43
Delay/Veh:	125.5	38.9	251.7	79.3	57.6	37.2	57.6	155	154.6	255.2	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.5	38.9	251.7	79.3	57.6	37.2	57.6	155	154.6	255.2	22.8	22.8
LOS by Move:	F	D	F	E	E	D	E	F	F	F	C	C
HCM2kAvgQ:	8	13	51	4	22	6	4	41	41	48	9	9

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AM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	16	Average Delay (sec/veh):	47.6
Optimal Cycle:	147	Level Of Service:	D

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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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	1383	324	190	1766	359	403	1186	89	285	961	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1383	324	190	1766	359	403	1186	89	285	961	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1383	324	190	1766	359	403	1186	89	285	961	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	1456	341	200	1859	378	424	1248	94	300	1012	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1456	341	200	1859	378	424	1248	94	300	1012	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1456	341	200	1859	378	424	1248	94	300	1012	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.79	0.21	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5249	394	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.21	0.11	0.33	0.23	0.13	0.24	0.24	0.09	0.27	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.42	0.12	0.35	0.49	0.14	0.32	0.32	0.10	0.29	0.29
Volume/Cap:	0.93	0.81	0.50	0.89	0.93	0.48	0.93	0.74	0.74	0.88	0.93	0.21
Delay/Veh:	104.7	40.4	26.1	85.2	46.1	20.8	76.9	37.9	37.9	75.4	55.5	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.7	40.4	26.1	85.2	46.1	20.8	76.9	37.9	37.9	75.4	55.5	32.8
LOS by Move:	F	D	C	F	D	C	E	D	D	E	E	C
HCM2kAvgQ:	9	18	9	10	26	9	12	16	16	9	22	3

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	16	Average Delay (sec/veh):	48.0
Optimal Cycle:	156	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:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	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:	105	625	219	83	411	181	167	1184	82	111	1582	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:	105	625	219	83	411	181	167	1184	82	111	1582	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:	105	625	219	83	411	181	167	1184	82	111	1582	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	658	231	87	433	191	176	1246	86	117	1665	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	658	231	87	433	191	176	1246	86	117	1665	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	658	231	87	433	191	176	1246	86	117	1665	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98
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.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3338	401
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.14	0.05	0.11	0.12	0.10	0.22	0.05	0.06	0.50	0.50
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.23	0.23	0.05	0.20	0.29	0.10	0.47	0.47	0.12	0.49	0.49
Volume/Cap:	0.39	0.74	0.61	0.97	0.58	0.40	1.02	0.47	0.11	0.55	1.02	1.02
Delay/Veh:	52.7	46.0	44.1	140.8	44.8	34.7	128.8	22.0	18.1	53.2	57.6	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	46.0	44.1	140.8	44.8	34.7	128.8	22.0	18.1	53.2	57.6	57.6
LOS by Move:	D	D	D	F	D	C	F	C	B	D	E	E
HCM2kAvgQ:	3	13	8	6	8	6	11	10	2	5	43	43

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AM Cumulative (2015) [HCM]
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2000 HCM Operations Method (Future Volume Alternative)

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

Cycle (sec):	120	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	16	Average Delay (sec/veh):	42.2
Optimal Cycle:	97	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:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	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:	221	1253	289	190	1330	336	397	691	136	241	562	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1253	289	190	1330	336	397	691	136	241	562	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1253	289	190	1330	336	397	691	136	241	562	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	233	1319	304	200	1400	354	418	727	143	254	592	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1319	304	200	1400	354	418	727	143	254	592	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1319	304	200	1400	354	418	727	143	254	592	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.19	0.06	0.25	0.22	0.13	0.19	0.09	0.08	0.16	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.32	0.08	0.30	0.30	0.16	0.38	0.38	0.09	0.32	0.32
Volume/Cap:	0.81	0.73	0.60	0.82	0.81	0.72	0.81	0.50	0.23	0.83	0.49	0.19
Delay/Veh:	69.5	38.1	36.5	73.6	41.6	42.6	58.1	28.7	25.4	70.6	33.5	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	38.1	36.5	73.6	41.6	42.6	58.1	28.7	25.4	70.6	33.5	30.0
LOS by Move:	E	D	D	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	7	15	10	6	18	13	10	10	4	7	9	3

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AM Cumulative (2015) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	12	Average Delay (sec/veh):	23.6
Optimal Cycle:	60	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:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	209	0	62	0	0	0	0	892	300	264	740	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:	209	0	62	0	0	0	0	892	300	264	740	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:	209	0	62	0	0	0	0	892	300	264	740	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	220	0	65	0	0	0	0	939	316	278	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	65	0	0	0	0	939	316	278	779	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:	220	0	65	0	0	0	0	939	316	278	779	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2736	920	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.34	0.15	0.20	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.24	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.44	0.20	0.64	0.00
Volume/Cap:	0.51	0.00	0.09	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.32	0.00
Delay/Veh:	33.9	0.0	16.5	0.0	0.0	0.0	0.0	26.2	26.2	48.3	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	0.0	16.5	0.0	0.0	0.0	0.0	26.2	26.2	48.3	8.2	0.0
LOS by Move:	C	A	B	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	6	0	1	0	0	0	0	18	18	10	5	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.828
Loss Time (sec):	16	Average Delay (sec/veh):	48.0
Optimal Cycle:	100	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:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	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:	105	1629	245	83	1828	227	130	433	124	258	558	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1629	245	83	1828	227	130	433	124	258	558	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1629	245	83	1828	227	130	433	124	258	558	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	1715	258	87	1924	239	137	456	131	272	587	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1715	258	87	1924	239	137	456	131	272	587	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1715	258	87	1924	239	137	456	131	272	587	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.98	0.98	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.61	0.39	1.00	2.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4856	730	1805	4989	620	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.05	0.39	0.39	0.04	0.12	0.08	0.15	0.15	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.40	0.40	0.06	0.39	0.39	0.07	0.26	0.26	0.15	0.34	0.34
Volume/Cap:	0.98	0.89	0.89	0.86	0.98	0.98	0.63	0.46	0.31	0.98	0.45	0.12
Delay/Veh:	135.1	38.2	38.2	103.4	51.1	51.1	60.5	37.9	36.3	99.6	30.7	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	135.1	38.2	38.2	103.4	51.1	51.1	60.5	37.9	36.3	99.6	30.7	27.0
LOS by Move:	F	D	D	F	D	D	E	D	D	F	C	C
HCM2kAvgQ:	7	26	26	5	32	32	4	7	4	15	8	2

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	12	Average Delay (sec/veh):	26.3
Optimal Cycle:	70	Level Of Service:	C

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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	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:	79	582	50	44	596	233	366	331	47	158	569	67
Growth Adj:	1.00	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	582	50	44	596	233	366	331	47	158	569	67
Added Vol:	0	0	0	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	582	50	44	596	233	366	331	47	158	569	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	613	53	46	627	245	385	348	49	166	599	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	613	53	46	627	245	385	348	49	166	599	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:	83	613	53	46	627	245	385	348	49	166	599	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.99	0.99	0.31	0.96	0.96	0.86	1.00	0.85	0.95	1.00	0.85
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.:	403	3457	297	597	2617	1023	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.18	0.08	0.24	0.24	0.12	0.18	0.03	0.09	0.16	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.35	0.35	0.12	0.27	0.27
Volume/Cap:	0.51	0.44	0.44	0.19	0.60	0.60	0.60	0.53	0.09	0.77	0.59	0.16
Delay/Veh:	23.1	19.8	19.8	17.9	21.9	21.9	34.3	24.4	19.9	54.1	29.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	19.8	19.8	17.9	21.9	21.9	34.3	24.4	19.9	54.1	29.7	25.5
LOS by Move:	C	B	B	B	C	C	C	C	B	D	C	C
HCM2kAvgQ:	3	7	7	1	10	10	6	8	1	6	8	2

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	1.299
Loss Time (sec):	12	Average Delay (sec/veh):	62.0
Optimal Cycle:	180	Level Of Service:	E

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:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	148	1356	20	19	1212	733	308	30	73	19	146	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:	148	1356	20	19	1212	733	308	30	73	19	146	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:	148	1356	20	19	1212	733	308	30	73	19	146	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	156	1427	21	20	1276	772	324	32	77	20	154	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1427	21	20	1276	772	324	32	77	20	154	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1427	21	20	1276	772	324	32	77	20	154	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	1.00	1.00	0.09	0.94	0.94	0.96	0.96	0.85	0.96	0.96	0.96
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.82	0.18	1.00	0.08	0.62	0.30
Final Sat.:	175	3737	55	175	3583	1792	3310	322	1615	146	1123	546
Capacity Analysis Module:												
Vol/Sat:	0.89	0.38	0.38	0.11	0.36	0.43	0.10	0.10	0.05	0.14	0.14	0.14
Crit Moves:	****							****			****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.31	0.31	0.31	0.07	0.07	0.07
Volume/Cap:	1.85	0.79	0.79	0.24	0.74	0.89	0.31	0.31	0.15	1.85	1.85	1.85
Delay/Veh:	448.0	22.0	22.0	15.1	19.9	26.2	23.8	23.8	22.6	451.7	452	451.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	448.0	22.0	22.0	15.1	19.9	26.2	23.8	23.8	22.6	451.7	452	451.7
LOS by Move:	F	C	C	B	B	C	C	C	C	F	F	F
HCM2kAvgQ:	15	19	19	1	15	23	4	4	2	22	22	22

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AM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	8	Average Delay (sec/veh):	19.3
Optimal Cycle:	69	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	24	24	6	6	0	0	0	0	31	0	31
Y+R:	4.0	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	1930	136	200	1990	0	0	0	0	38	0	49
Growth Adj:	1.00	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	1930	136	200	1990	0	0	0	0	38	0	49
Added Vol:	0	0	0	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	1930	136	200	1990	0	0	0	0	38	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2032	143	211	2095	0	0	0	0	40	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2032	143	211	2095	0	0	0	0	40	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2032	143	211	2095	0	0	0	0	40	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.85
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	5272	371	1805	5700	0	0	0	0	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.12	0.37	0.00	0.00	0.00	0.00	0.01	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.52	0.52	0.16	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.74	0.74	0.74	0.54	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Delay/Veh:	0.0	23.7	23.7	58.5	10.2	0.0	0.0	0.0	0.0	33.4	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.7	23.7	58.5	10.2	0.0	0.0	0.0	0.0	33.4	0.0	34.2
LOS by Move:	A	C	C	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	22	22	9	13	0	0	0	0	1	0	1

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AM Cumulative (2015) [HCM]
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Linscott, Law & Greenspan, Engineers

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	16	Average Delay (sec/veh):	36.9
Optimal Cycle:	100	Level Of Service:	D

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:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	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:	182	1131	155	165	1090	273	323	913	98	159	898	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1131	155	165	1090	273	323	913	98	159	898	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1131	155	165	1090	273	323	913	98	159	898	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1191	163	174	1147	287	340	961	103	167	945	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1191	163	174	1147	287	340	961	103	167	945	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1191	163	174	1147	287	340	961	103	167	945	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.98	0.98
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.:	3249	4923	675	3249	5700	1615	3249	3800	1615	3249	5012	597
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.05	0.20	0.18	0.10	0.25	0.06	0.05	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.32	0.32	0.06	0.31	0.31	0.13	0.40	0.40	0.07	0.35	0.35
Volume/Cap:	0.82	0.76	0.76	0.86	0.65	0.58	0.82	0.63	0.16	0.73	0.55	0.55
Delay/Veh:	70.1	35.5	35.5	81.2	33.7	33.6	58.8	27.1	21.1	61.0	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	35.5	35.5	81.2	33.7	33.6	58.8	27.1	21.1	61.0	29.4	29.4
LOS by Move:	E	D	D	F	C	C	E	C	C	E	C	C
HCM2kAvgQ:	6	15	15	6	12	9	9	13	2	5	10	10

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AM Cumulative (2015) [HCM]
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	16	Average Delay (sec/veh):	38.0
Optimal Cycle:	96	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:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	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:	171	1649	258	106	1190	123	232	858	89	218	933	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1649	258	106	1190	123	232	858	89	218	933	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1649	258	106	1190	123	232	858	89	218	933	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	180	1736	272	112	1253	129	244	903	94	229	982	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1736	272	112	1253	129	244	903	94	229	982	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1736	272	112	1253	129	244	903	94	229	982	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.99	0.99	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.59	0.41	2.00	2.72	0.28	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4830	756	3249	5094	526	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.03	0.25	0.25	0.08	0.24	0.06	0.07	0.17	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.41	0.41	0.05	0.39	0.39	0.08	0.32	0.32	0.07	0.31	0.31
Volume/Cap:	0.79	0.89	0.89	0.63	0.63	0.63	0.89	0.74	0.18	0.96	0.56	0.43
Delay/Veh:	67.3	34.9	34.9	58.0	27.7	27.7	76.8	35.8	27.1	98.8	32.1	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	34.9	34.9	58.0	27.7	27.7	76.8	35.8	27.1	98.8	32.1	30.9
LOS by Move:	E	C	C	E	C	C	E	D	C	F	C	C
HCM2kAvgQ:	5	24	24	3	13	13	7	15	2	8	10	6

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	16	Average Delay (sec/veh):	39.1
Optimal Cycle:	104	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:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	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:	114	1177	81	73	704	208	211	739	62	148	1134	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:	114	1177	81	73	704	208	211	739	62	148	1134	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:	114	1177	81	73	704	208	211	739	62	148	1134	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	1239	85	77	741	219	222	778	65	156	1194	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1239	85	77	741	219	222	778	65	156	1194	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	1239	85	77	741	219	222	778	65	156	1194	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1805	3520	242	1805	5700	1615	1805	5196	436	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.04	0.13	0.14	0.12	0.15	0.15	0.09	0.21	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.37	0.37	0.06	0.33	0.33	0.13	0.31	0.31	0.10	0.28	0.28
Volume/Cap:	0.64	0.95	0.95	0.71	0.40	0.41	0.95	0.48	0.48	0.89	0.75	0.37
Delay/Veh:	50.4	44.5	44.5	65.7	26.2	26.7	88.1	28.0	28.0	84.3	34.8	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	44.5	44.5	65.7	26.2	26.7	88.1	28.0	28.0	84.3	34.8	29.4
LOS by Move:	D	D	D	E	C	C	F	C	C	F	C	C
HCM2kAvgQ:	5	25	25	4	6	5	11	7	7	8	13	4

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Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	16	Average Delay (sec/veh):	40.8
Optimal Cycle:	100	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:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	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:	112	1686	289	203	1199	114	217	867	56	292	1040	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:	112	1686	289	203	1199	114	217	867	56	292	1040	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:	112	1686	289	203	1199	114	217	867	56	292	1040	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	1775	304	214	1262	120	228	913	59	307	1095	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1775	304	214	1262	120	228	913	59	307	1095	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1775	304	214	1262	120	228	913	59	307	1095	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.74	0.26	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5137	488	3249	5306	343	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.19	0.07	0.25	0.25	0.07	0.17	0.17	0.09	0.29	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.34	0.34	0.07	0.35	0.35	0.08	0.35	0.35	0.10	0.36	0.36
Volume/Cap:	0.59	0.93	0.56	0.93	0.71	0.71	0.85	0.50	0.50	0.93	0.79	0.35
Delay/Veh:	55.1	43.6	31.2	90.4	32.4	32.4	71.2	28.7	28.7	80.1	34.3	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	43.6	31.2	90.4	32.4	32.4	71.2	28.7	28.7	80.1	34.3	25.8
LOS by Move:	E	D	C	F	C	C	E	C	C	F	C	C
HCM2kAvgQ:	3	24	9	7	14	14	7	9	9	9	18	5

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AM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	16	Average Delay (sec/veh):	54.4
Optimal Cycle:	110	Level Of Service:	D

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:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	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:	268	1409	248	190	1147	149	208	977	157	471	1450	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1409	248	190	1147	149	208	977	157	471	1450	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	1409	248	190	1147	149	208	977	157	471	1450	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	282	1483	261	200	1207	157	219	1028	165	496	1526	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1483	261	200	1207	157	219	1028	165	496	1526	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	1483	261	200	1207	157	219	1028	165	496	1526	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.16	0.06	0.21	0.10	0.07	0.18	0.10	0.15	0.20	0.23
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.35	0.35	0.06	0.34	0.34	0.08	0.34	0.34	0.12	0.38	0.38
Volume/Cap:	1.31	0.56	0.47	0.99	0.62	0.28	0.89	0.53	0.30	1.31	0.52	0.59
Delay/Veh:	223.0	32.2	31.2	115.8	33.6	29.1	85.7	32.0	29.3	208.6	28.8	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	223.0	32.2	31.2	115.8	33.6	29.1	85.7	32.0	29.3	208.6	28.8	31.0
LOS by Move:	F	C	C	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	13	11	8	7	13	4	7	10	4	20	11	11

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.189
Loss Time (sec):	12	Average Delay (sec/veh):	51.2
Optimal Cycle:	180	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:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	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:	169	1211	1005	73	1073	182	179	420	87	564	747	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1211	1005	73	1073	182	179	420	87	564	747	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1211	1005	73	1073	182	179	420	87	564	747	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	178	1275	1058	77	1129	192	188	442	92	594	786	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1275	1058	77	1129	192	188	442	92	594	786	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	1275	1058	77	1129	192	188	442	92	594	786	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	0.85	0.10	0.98	0.98	0.95	0.97	0.97	0.96	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.56	0.44	1.00	1.66	0.34	1.07	1.41	0.52
Final Sat.:	298	3800	1615	194	4766	808	1805	3066	635	1943	2574	941
Capacity Analysis Module:												
Vol/Sat:	0.60	0.34	0.66	0.40	0.24	0.24	0.10	0.14	0.14	0.31	0.31	0.31
Crit Moves:	****							****			****	
Green/Cycle:	0.46	0.46	0.77	0.46	0.46	0.46	0.11	0.11	0.11	0.31	0.31	0.31
Volume/Cap:	1.30	0.73	0.85	0.86	0.52	0.52	0.94	1.30	1.30	0.99	0.99	0.99
Delay/Veh:	204.9	23.6	13.6	77.8	19.4	19.4	90.9	196	196.0	52.7	52.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.9	23.6	13.6	77.8	19.4	19.4	90.9	196	196.0	52.7	52.7	52.7
LOS by Move:	F	C	B	E	B	B	F	F	F	D	D	D
HCM2kAvgQ:	13	17	24	4	10	10	9	18	18	23	23	23

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	90	Critical Vol./Cap.(X):	1.556
Loss Time (sec):	8	Average Delay (sec/veh):	49.2
Optimal Cycle:	180	Level Of Service:	D

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:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	878	0	30	0	0	0	0	785	721	225	722	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:	878	0	30	0	0	0	0	785	721	225	722	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:	878	0	30	0	0	0	0	785	721	225	722	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	924	0	32	0	0	0	0	826	759	237	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	924	0	32	0	0	0	0	826	759	237	760	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:	924	0	32	0	0	0	0	826	759	237	760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.93	0.93	0.11	1.00	1.00
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.04	0.96	1.00	2.00	0.00
Final Sat.:	3492	0	115	0	0	0	0	1838	1688	207	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.27	0.00	0.00	0.00	0.00	0.45	0.45	1.14	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.64	0.00
Volume/Cap:	0.99	0.00	1.03	0.00	0.00	0.00	0.00	0.70	0.70	1.77	0.31	0.00
Delay/Veh:	60.0	0.0	69.4	0.0	0.0	0.0	0.0	11.3	11.3	393.1	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	0.0	69.4	0.0	0.0	0.0	0.0	11.3	11.3	393.1	7.2	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	19	0	21	0	0	0	0	15	15	21	5	0

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	12	Average Delay (sec/veh):	33.0
Optimal Cycle:	180	Level Of Service:	C

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:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	414	2241	0	0	1527	219	112	0	762	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:	414	2241	0	0	1527	219	112	0	762	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:	414	2241	0	0	1527	219	112	0	762	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	436	2359	0	0	1607	231	118	0	802	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	2359	0	0	1607	231	118	0	802	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:	436	2359	0	0	1607	231	118	0	802	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.62	0.38	0.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4890	701	373	0	2910	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.41	0.00	0.00	0.33	0.33	0.32	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.56	0.00	0.00	0.33	0.33	0.30	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.05	0.73	0.00	0.00	0.99	0.99	1.05	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	91.1	15.5	0.0	0.0	47.4	47.4	74.3	0.0	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.1	15.5	0.0	0.0	47.4	47.4	74.3	0.0	13.8	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	17	0	0	23	23	23	0	8	0	0	0

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.226
Loss Time (sec):	16	Average Delay (sec/veh):	79.6
Optimal Cycle:	180	Level Of Service:	E

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:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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:	87	1219	613	77	1250	194	219	891	135	563	1092	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1219	613	77	1250	194	219	891	135	563	1092	106
Added Vol:	0	0	0	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	1219	613	77	1250	194	219	891	135	563	1092	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	1283	645	81	1316	204	231	938	142	593	1149	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1283	645	81	1316	204	231	938	142	593	1149	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1283	645	81	1316	204	231	938	142	593	1149	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.98	0.98	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.74	0.26	1.00	2.73	0.27
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3234	490	1805	5128	498
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.40	0.04	0.23	0.13	0.07	0.29	0.29	0.33	0.22	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.29	0.29	0.05	0.29	0.29	0.10	0.28	0.28	0.24	0.42	0.42
Volume/Cap:	0.90	0.77	1.36	0.90	0.81	0.44	0.68	1.02	1.02	1.36	0.53	0.53
Delay/Veh:	115.1	41.0	219.8	119.0	42.8	35.6	57.1	76.8	76.8	224.0	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.1	41.0	219.8	119.0	42.8	35.6	57.1	76.8	76.8	224.0	26.3	26.3
LOS by Move:	F	D	F	F	D	D	E	E	E	F	C	C
HCM2kAvgQ:	6	16	46	5	17	6	6	27	27	43	12	12

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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Intersection #5 Crenshaw Boulevard at 190th Street

****

Cycle (sec):	120	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	16	Average Delay (sec/veh):	55.8
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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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:	151	1961	240	178	1587	289	331	971	93	250	1109	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:	151	1961	240	178	1587	289	331	971	93	250	1109	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:	151	1961	240	178	1587	289	331	971	93	250	1109	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	2064	253	187	1671	304	348	1022	98	263	1167	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	2064	253	187	1671	304	348	1022	98	263	1167	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	2064	253	187	1671	304	348	1022	98	263	1167	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.74	0.26	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5134	492	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.16	0.10	0.29	0.19	0.11	0.20	0.20	0.08	0.31	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.36	0.45	0.10	0.35	0.46	0.11	0.32	0.32	0.09	0.30	0.30
Volume/Cap:	0.83	1.02	0.35	1.02	0.83	0.41	1.02	0.63	0.63	0.89	1.02	0.38
Delay/Veh:	77.9	62.6	22.0	124.3	38.6	22.1	106.3	35.6	35.6	81.0	72.4	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	62.6	22.0	124.3	38.6	22.1	106.3	35.6	35.6	81.0	72.4	33.5
LOS by Move:	E	E	C	F	D	C	F	D	D	F	E	C
HCM2kAvgQ:	8	33	6	11	21	7	12	12	12	8	29	5

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	16	Average Delay (sec/veh):	43.6
Optimal Cycle:	100	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:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	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:	94	432	157	215	681	199	103	1329	152	190	1339	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	432	157	215	681	199	103	1329	152	190	1339	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	432	157	215	681	199	103	1329	152	190	1339	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	455	165	226	717	209	108	1399	160	200	1409	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	455	165	226	717	209	108	1399	160	200	1409	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	455	165	226	717	209	108	1399	160	200	1409	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99
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.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3435	316
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.10	0.13	0.19	0.13	0.06	0.25	0.10	0.11	0.41	0.41
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.23	0.23	0.13	0.29	0.35	0.06	0.35	0.35	0.15	0.44	0.44
Volume/Cap:	0.40	0.51	0.44	0.94	0.65	0.37	0.94	0.70	0.28	0.74	0.94	0.94
Delay/Veh:	53.8	40.6	40.1	93.4	38.7	29.2	121.1	34.7	28.4	59.0	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	40.6	40.1	93.4	38.7	29.2	121.1	34.7	28.4	59.0	43.5	43.5
LOS by Move:	D	D	D	F	D	C	F	C	C	E	D	D
HCM2kAvgQ:	2	8	5	12	12	6	7	16	4	9	32	32

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	16	Average Delay (sec/veh):	46.8
Optimal Cycle:	101	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:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	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:	170	1287	309	242	1417	373	486	515	199	328	884	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1287	309	242	1417	373	486	515	199	328	884	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1287	309	242	1417	373	486	515	199	328	884	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	179	1355	325	255	1492	393	512	542	209	345	931	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1355	325	255	1492	393	512	542	209	345	931	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1355	325	255	1492	393	512	542	209	345	931	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.20	0.08	0.26	0.24	0.16	0.14	0.13	0.11	0.24	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.28	0.28	0.09	0.30	0.30	0.18	0.37	0.37	0.13	0.32	0.32
Volume/Cap:	0.86	0.86	0.73	0.86	0.86	0.80	0.86	0.38	0.35	0.85	0.77	0.30
Delay/Veh:	84.6	46.3	45.4	75.5	44.2	47.7	59.8	27.6	27.4	66.4	40.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.6	46.3	45.4	75.5	44.2	47.7	59.8	27.6	27.4	66.4	40.3	31.3
LOS by Move:	F	D	D	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	6	19	12	8	20	15	13	7	6	9	17	4

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	12	Average Delay (sec/veh):	20.0
Optimal Cycle:	59	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:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	373	0	318	0	0	0	0	842	247	93	950	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:	373	0	318	0	0	0	0	842	247	93	950	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:	373	0	318	0	0	0	0	842	247	93	950	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	393	0	335	0	0	0	0	886	260	98	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	0	335	0	0	0	0	886	260	98	1000	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:	393	0	335	0	0	0	0	886	260	98	1000	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2838	833	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.21	0.00	0.00	0.00	0.00	0.31	0.31	0.05	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.32	0.00	0.40	0.00	0.00	0.00	0.00	0.46	0.46	0.08	0.54	0.00
Volume/Cap:	0.67	0.00	0.51	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.48	0.00
Delay/Veh:	29.5	0.0	20.9	0.0	0.0	0.0	0.0	19.9	19.9	52.0	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	0.0	20.9	0.0	0.0	0.0	0.0	19.9	19.9	52.0	12.9	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	10	0	7	0	0	0	0	13	13	4	9	0

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	16	Average Delay (sec/veh):	46.2
Optimal Cycle:	123	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:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	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:	107	1929	184	80	1667	159	368	727	112	215	643	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1929	184	80	1667	159	368	727	112	215	643	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1929	184	80	1667	159	368	727	112	215	643	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	2031	194	84	1755	167	387	765	118	226	677	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2031	194	84	1755	167	387	765	118	226	677	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:	113	2031	194	84	1755	167	387	765	118	226	677	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	2.74	0.26	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5136	490	1805	5136	490	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.05	0.34	0.34	0.12	0.20	0.07	0.13	0.18	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.42	0.42	0.05	0.40	0.40	0.12	0.26	0.26	0.13	0.27	0.27
Volume/Cap:	0.85	0.93	0.93	0.93	0.85	0.85	0.96	0.78	0.28	0.93	0.66	0.13
Delay/Veh:	93.2	40.4	40.4	129.4	36.1	36.1	87.0	45.4	36.0	91.1	40.7	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.2	40.4	40.4	129.4	36.1	36.1	87.0	45.4	36.0	91.1	40.7	33.4
LOS by Move:	F	D	D	F	D	D	F	D	D	F	D	C
HCM2kAvgQ:	6	30	30	6	24	24	12	15	4	12	12	2

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Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	12	Average Delay (sec/veh):	29.0
Optimal Cycle:	93	Level Of Service:	C

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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	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:	134	692	121	79	585	306	281	600	109	85	466	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	692	121	79	585	306	281	600	109	85	466	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	692	121	79	585	306	281	600	109	85	466	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	728	127	83	616	322	296	632	115	89	491	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	728	127	83	616	322	296	632	115	89	491	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	728	127	83	616	322	296	632	115	89	491	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.98	0.98	0.23	0.95	0.95	0.86	1.00	0.85	0.95	1.00	0.85
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.:	378	3163	553	439	2368	1238	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.23	0.23	0.19	0.26	0.26	0.09	0.33	0.07	0.05	0.13	0.04
Crit Moves:	****							****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.11	0.38	0.38	0.07	0.33	0.33
Volume/Cap:	0.88	0.54	0.54	0.45	0.61	0.61	0.81	0.88	0.19	0.74	0.39	0.11
Delay/Veh:	63.1	19.9	19.9	20.2	21.0	21.0	51.3	38.5	19.0	63.2	23.3	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	19.9	19.9	20.2	21.0	21.0	51.3	38.5	19.0	63.2	23.3	21.0
LOS by Move:	E	B	B	C	C	C	D	D	B	E	C	C
HCM2kAvgQ:	6	9	9	2	11	11	7	20	2	4	5	1

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	12	Average Delay (sec/veh):	26.5
Optimal Cycle:	144	Level Of Service:	C

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:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	90	1189	14	45	1637	415	686	137	208	13	59	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1189	14	45	1637	415	686	137	208	13	59	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1189	14	45	1637	415	686	137	208	13	59	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	1252	15	47	1723	437	722	144	219	14	62	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1252	15	47	1723	437	722	144	219	14	62	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1252	15	47	1723	437	722	144	219	14	62	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	1.00	1.00	0.12	0.97	0.97	0.96	0.96	0.85	0.96	0.96	0.96
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.67	0.33	1.00	0.13	0.60	0.27
Final Sat.:	173	3748	44	234	4411	1118	3041	607	1615	241	1095	483
Capacity Analysis Module:												
Vol/Sat:	0.55	0.33	0.33	0.20	0.39	0.39	0.24	0.24	0.14	0.06	0.06	0.06
Crit Moves:	****							****			****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.31	0.31	0.31	0.07	0.07	0.07
Volume/Cap:	1.12	0.68	0.68	0.41	0.80	0.80	0.76	0.76	0.44	0.85	0.85	0.85
Delay/Veh:	157.3	18.7	18.7	17.2	21.1	21.1	31.1	31.1	25.3	81.8	81.8	81.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.3	18.7	18.7	17.2	21.1	21.1	31.1	31.1	25.3	81.8	81.8	81.8
LOS by Move:	F	B	B	B	C	C	C	C	C	F	F	F
HCM2kAvgQ:	7	14	14	1	19	19	13	13	5	5	5	5

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PM Cumulative (2015) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	8	Average Delay (sec/veh):	14.8
Optimal Cycle:	69	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	24	24	6	6	0	0	0	0	31	0	31
Y+R:	4.0	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	2062	51	56	1974	0	0	0	0	145	0	180
Growth Adj:	1.00	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	2062	51	56	1974	0	0	0	0	145	0	180
Added Vol:	0	0	0	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	2062	51	56	1974	0	0	0	0	145	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2171	54	59	2078	0	0	0	0	153	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2171	54	59	2078	0	0	0	0	153	0	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:	0	2171	54	59	2078	0	0	0	0	153	0	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.85
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5540	137	1805	5700	0	0	0	0	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.03	0.36	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.62	0.62	0.05	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.63	0.63	0.63	0.54	0.00	0.00	0.00	0.00	0.18	0.00	0.45
Delay/Veh:	0.0	14.4	14.4	68.7	10.1	0.0	0.0	0.0	0.0	34.7	0.0	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.4	14.4	68.7	10.1	0.0	0.0	0.0	0.0	34.7	0.0	38.2
LOS by Move:	A	B	B	E	B	A	A	A	A	C	A	D
HCM2kAvgQ:	0	17	17	3	13	0	0	0	0	2	0	6

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PM Cumulative (2015) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	16	Average Delay (sec/veh):	37.4
Optimal Cycle:	100	Level Of Service:	D

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:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	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:	146	1033	135	160	1313	265	293	794	229	317	753	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1033	135	160	1313	265	293	794	229	317	753	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1033	135	160	1313	265	293	794	229	317	753	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	1087	142	168	1382	279	308	836	241	334	793	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1087	142	168	1382	279	308	836	241	334	793	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1087	142	168	1382	279	308	836	241	334	793	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.98	0.98
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.:	3249	4955	648	3249	5700	1615	3249	3800	1615	3249	4675	888
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.05	0.24	0.17	0.09	0.22	0.15	0.10	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.32	0.32	0.06	0.32	0.32	0.13	0.35	0.35	0.12	0.35	0.35
Volume/Cap:	0.76	0.68	0.68	0.83	0.76	0.54	0.76	0.62	0.42	0.87	0.49	0.49
Delay/Veh:	65.6	33.6	33.6	75.7	35.3	31.8	54.3	30.4	27.5	67.2	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	33.6	33.6	75.7	35.3	31.8	54.3	30.4	27.5	67.2	28.6	28.6
LOS by Move:	E	C	C	E	D	C	D	C	C	E	C	C
HCM2kAvgQ:	5	13	13	5	15	8	7	12	6	9	9	9

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	16	Average Delay (sec/veh):	37.5
Optimal Cycle:	96	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:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	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:	158	1469	218	246	1475	174	141	856	100	210	803	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1469	218	246	1475	174	141	856	100	210	803	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1469	218	246	1475	174	141	856	100	210	803	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	1546	229	259	1553	183	148	901	105	221	845	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1546	229	259	1553	183	148	901	105	221	845	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:	166	1546	229	259	1553	183	148	901	105	221	845	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.61	0.39	2.00	2.68	0.32	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4869	723	3249	5017	592	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.08	0.31	0.31	0.05	0.24	0.07	0.07	0.15	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.37	0.37	0.09	0.40	0.40	0.06	0.31	0.31	0.08	0.33	0.33
Volume/Cap:	0.73	0.85	0.85	0.85	0.78	0.78	0.78	0.77	0.21	0.85	0.45	0.30
Delay/Veh:	61.9	35.4	35.4	69.3	30.9	30.9	70.0	37.5	28.3	72.9	29.1	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	35.4	35.4	69.3	30.9	30.9	70.0	37.5	28.3	72.9	29.1	27.7
LOS by Move:	E	D	D	E	C	C	E	D	C	E	C	C
HCM2kAvgQ:	5	21	21	7	19	19	5	15	3	7	8	4

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	16	Average Delay (sec/veh):	37.5
Optimal Cycle:	82	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:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	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:	87	869	144	173	1340	313	179	1169	178	142	881	82
Growth Adj:	1.00	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	869	144	173	1340	313	179	1169	178	142	881	82
Added Vol:	0	0	0	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	869	144	173	1340	313	179	1169	178	142	881	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	915	152	182	1411	329	188	1231	187	149	927	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	915	152	182	1411	329	188	1231	187	149	927	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	915	152	182	1411	329	188	1231	187	149	927	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
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.:	1805	3191	529	1805	5700	1615	1805	4848	738	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.10	0.25	0.20	0.10	0.25	0.25	0.08	0.16	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.33	0.33	0.11	0.36	0.36	0.12	0.31	0.31	0.09	0.28	0.28
Volume/Cap:	0.59	0.88	0.88	0.88	0.70	0.57	0.88	0.82	0.82	0.91	0.58	0.19
Delay/Veh:	49.8	39.4	39.4	75.5	28.7	27.6	74.5	35.5	35.5	89.9	31.5	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	39.4	39.4	75.5	28.7	27.6	74.5	35.5	35.5	89.9	31.5	27.6
LOS by Move:	D	D	D	E	C	C	E	D	D	F	C	C
HCM2kAvgQ:	4	19	19	8	13	9	9	16	16	8	9	2

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	16	Average Delay (sec/veh):	42.0
Optimal Cycle:	100	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:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	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:	144	1433	232	264	1488	136	179	1098	64	333	988	145
Growth Adj:	1.00	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	1433	232	264	1488	136	179	1098	64	333	988	145
Added Vol:	0	0	0	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	1433	232	264	1488	136	179	1098	64	333	988	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	1508	244	278	1566	143	188	1156	67	351	1040	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1508	244	278	1566	143	188	1156	67	351	1040	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1508	244	278	1566	143	188	1156	67	351	1040	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5155	471	3249	5343	311	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.15	0.09	0.30	0.30	0.06	0.22	0.22	0.11	0.27	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.32	0.32	0.10	0.36	0.36	0.08	0.32	0.32	0.13	0.37	0.37
Volume/Cap:	0.79	0.83	0.48	0.83	0.84	0.84	0.76	0.68	0.68	0.83	0.74	0.26
Delay/Veh:	74.5	41.4	33.6	69.0	38.5	38.5	67.7	36.9	36.9	64.2	34.9	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	41.4	33.6	69.0	38.5	38.5	67.7	36.9	36.9	64.2	34.9	26.5
LOS by Move:	E	D	C	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	5	19	7	8	22	22	6	14	14	9	18	4

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PM Cumulative (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.047
Loss Time (sec):	16	Average Delay (sec/veh):	76.6
Optimal Cycle:	180	Level Of Service:	E

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:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	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:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	314	1473	638	416	1484	275	226	1323	265	496	1287	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1473	638	416	1484	275	226	1323	265	496	1287	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	1473	638	416	1484	275	226	1323	265	496	1287	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.39	0.13	0.26	0.17	0.07	0.23	0.16	0.15	0.17	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.34	0.34	0.08	0.34	0.34	0.07	0.34	0.34	0.10	0.37	0.37
Volume/Cap:	1.15	0.57	1.16	1.53	0.76	0.50	0.93	0.68	0.48	1.53	0.46	0.37
Delay/Veh:	158.0	32.6	128.7	311.5	37.0	32.0	94.7	34.9	31.8	307.8	29.1	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.0	32.6	128.7	311.5	37.0	32.0	94.7	34.9	31.8	307.8	29.1	28.3
LOS by Move:	F	C	F	F	D	C	F	C	C	F	C	C
HCM2kAvgQ:	12	11	37	20	17	8	8	15	8	24	9	6

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APPENDIX F-II

YEAR 2015 WITH PROJECT TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	12	Average Delay (sec/veh):	27.4
Optimal Cycle:	73	Level Of Service:	C

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:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	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:	58	788	632	23	1133	129	123	303	147	705	534	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	788	632	23	1133	129	123	303	147	705	534	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	788	632	23	1133	129	123	303	147	705	534	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	829	665	24	1193	136	129	319	155	742	562	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	829	665	24	1193	136	129	319	155	742	562	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	829	665	24	1193	136	129	319	155	742	562	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	0.85	0.16	0.99	0.99	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.00	1.35	0.65	1.36	1.03	0.61
Final Sat.:	276	3800	1615	308	5041	574	1805	2433	1181	2447	1854	1100
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.41	0.08	0.24	0.24	0.07	0.13	0.13	0.30	0.30	0.30
Crit Moves:					****			****		****		
Green/Cycle:	0.31	0.31	0.70	0.31	0.31	0.31	0.17	0.17	0.17	0.39	0.39	0.39
Volume/Cap:	0.73	0.71	0.59	0.26	0.77	0.77	0.42	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	54.5	29.9	7.8	25.0	30.7	30.7	34.4	41.9	41.9	25.7	25.7	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	29.9	7.8	25.0	30.7	30.7	34.4	41.9	41.9	25.7	25.7	25.7
LOS by Move:	D	C	A	C	C	C	C	D	D	C	C	C
HCM2kAvgQ:	3	11	10	1	13	13	4	8	8	15	15	15

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AM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	90	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	8	Average Delay (sec/veh):	20.1
Optimal Cycle:	62	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:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	1011	0	38	0	0	0	0	525	423	161	564	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:	1011	0	38	0	0	0	0	525	423	161	564	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:	1011	0	38	0	0	0	0	525	423	161	564	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1064	0	40	0	0	0	0	553	445	169	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1064	0	40	0	0	0	0	553	445	169	594	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:	1064	0	40	0	0	0	0	553	445	169	594	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.93	0.93	0.22	1.00	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3481	0	126	0	0	0	0	1963	1582	416	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.32	0.00	0.00	0.00	0.00	0.28	0.28	0.41	0.16	0.00
Crit Moves:			****							****		
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.51	0.00
Volume/Cap:	0.77	0.00	0.80	0.00	0.00	0.00	0.00	0.55	0.55	0.80	0.31	0.00
Delay/Veh:	26.0	0.0	27.1	0.0	0.0	0.0	0.0	15.3	15.3	36.5	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	27.1	0.0	0.0	0.0	0.0	15.3	15.3	36.5	12.8	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	15	0	16	0	0	0	0	10	10	6	5	0

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AM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.281
Loss Time (sec):	12	Average Delay (sec/veh):	78.4
Optimal Cycle:	180	Level Of Service:	E

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:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 3 0 0			0 0 2 1 0			0 0 1! 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	562	1430	0	0	1681	391	84	0	1036	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:	562	1430	0	0	1681	391	84	0	1036	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:	562	1430	0	0	1681	391	84	0	1036	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	592	1505	0	0	1769	412	88	0	1091	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1505	0	0	1769	412	88	0	1091	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:	592	1505	0	0	1769	412	88	0	1091	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	0.97	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.43	0.57	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4495	1046	227	0	3031	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.00	0.00	0.39	0.39	0.39	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.58	0.00	0.00	0.33	0.33	0.29	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.34	0.46	0.00	0.00	1.18	1.18	1.34	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	203.3	11.0	0.0	0.0	117	117.4	194.4	0.0	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	203.3	11.0	0.0	0.0	117	117.4	194.4	0.0	16.4	0.0	0.0	0.0
LOS by Move:	F	B	A	A	F	F	F	A	B	A	A	A
HCM2kAvgQ:	37	8	0	0	37	37	39	0	13	0	0	0

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AM Cumulative With Project (2015) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.330
Loss Time (sec):	16	Average Delay (sec/veh):	106.9
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:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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:	128	1072	640	61	1366	170	148	1169	83	600	958	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1072	640	61	1366	170	148	1169	83	600	958	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	1072	640	61	1366	170	148	1169	83	600	958	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	1128	674	64	1438	179	156	1231	87	632	1008	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1128	674	64	1438	179	156	1231	87	632	1008	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1128	674	64	1438	179	156	1231	87	632	1008	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13	1.00	2.79	0.21
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3513	249	1805	5249	394
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.42	0.04	0.25	0.11	0.05	0.35	0.35	0.35	0.19	0.19
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.29	0.29	0.05	0.26	0.26	0.08	0.28	0.28	0.24	0.45	0.45
Volume/Cap:	0.98	0.68	1.44	0.71	0.96	0.42	0.61	1.24	1.24	1.44	0.43	0.43
Delay/Veh:	125.5	38.9	251.7	79.3	57.6	37.2	57.6	158	157.6	255.2	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.5	38.9	251.7	79.3	57.6	37.2	57.6	158	157.6	255.2	22.8	22.8
LOS by Move:	F	D	F	E	E	D	E	F	F	F	C	C
HCM2kAvgQ:	8	13	51	4	22	6	4	42	42	48	9	9

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	16	Average Delay (sec/veh):	48.4
Optimal Cycle:	154	Level Of Service:	D

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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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:	146	1407	326	190	1804	359	403	1186	96	292	961	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1407	326	190	1804	359	403	1186	96	292	961	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1407	326	190	1804	359	403	1186	96	292	961	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	1481	343	200	1899	378	424	1248	101	307	1012	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1481	343	200	1899	378	424	1248	101	307	1012	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1481	343	200	1899	378	424	1248	101	307	1012	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.78	0.22	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5215	422	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.21	0.11	0.33	0.23	0.13	0.24	0.24	0.09	0.27	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.43	0.12	0.35	0.49	0.14	0.32	0.32	0.11	0.28	0.28
Volume/Cap:	0.94	0.81	0.50	0.89	0.94	0.47	0.94	0.76	0.76	0.90	0.94	0.22
Delay/Veh:	107.3	40.4	25.7	83.2	47.0	20.6	79.2	38.8	38.8	77.6	57.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.3	40.4	25.7	83.2	47.0	20.6	79.2	38.8	38.8	77.6	57.1	33.1
LOS by Move:	F	D	C	F	D	C	E	D	D	E	E	C
HCM2kAvgQ:	9	19	9	10	27	9	12	16	16	9	23	3

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Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	16	Average Delay (sec/veh):	48.4
Optimal Cycle:	158	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:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	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:	105	625	219	83	411	181	167	1186	82	111	1589	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:	105	625	219	83	411	181	167	1186	82	111	1589	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:	105	625	219	83	411	181	167	1186	82	111	1589	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	658	231	87	433	191	176	1248	86	117	1673	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	658	231	87	433	191	176	1248	86	117	1673	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	658	231	87	433	191	176	1248	86	117	1673	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98
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.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3340	399
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.14	0.05	0.11	0.12	0.10	0.22	0.05	0.06	0.50	0.50
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.23	0.23	0.05	0.20	0.29	0.09	0.47	0.47	0.12	0.49	0.49
Volume/Cap:	0.39	0.74	0.61	0.97	0.58	0.40	1.03	0.47	0.11	0.55	1.03	1.03
Delay/Veh:	52.7	46.0	44.1	140.8	44.8	34.7	129.9	22.0	18.1	53.2	58.5	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	46.0	44.1	140.8	44.8	34.7	129.9	22.0	18.1	53.2	58.5	58.5
LOS by Move:	D	D	D	F	D	C	F	C	B	D	E	E
HCM2kAvgQ:	3	13	8	6	8	6	11	10	2	5	44	44

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

Cycle (sec):	120	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	16	Average Delay (sec/veh):	42.2
Optimal Cycle:	97	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:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	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:	221	1253	289	190	1330	336	397	698	136	241	564	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1253	289	190	1330	336	397	698	136	241	564	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1253	289	190	1330	336	397	698	136	241	564	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	233	1319	304	200	1400	354	418	735	143	254	594	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1319	304	200	1400	354	418	735	143	254	594	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1319	304	200	1400	354	418	735	143	254	594	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.19	0.06	0.25	0.22	0.13	0.19	0.09	0.08	0.16	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.32	0.08	0.30	0.30	0.16	0.38	0.38	0.09	0.32	0.32
Volume/Cap:	0.81	0.73	0.60	0.82	0.81	0.72	0.81	0.51	0.23	0.83	0.49	0.19
Delay/Veh:	69.5	38.1	36.5	73.6	41.6	42.6	58.1	28.8	25.4	70.6	33.5	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	38.1	36.5	73.6	41.6	42.6	58.1	28.8	25.4	70.6	33.5	30.0
LOS by Move:	E	D	D	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	7	15	10	6	18	13	10	10	4	7	9	3

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Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	12	Average Delay (sec/veh):	23.6
Optimal Cycle:	60	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:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	209	0	62	0	0	0	0	899	300	264	742	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:	209	0	62	0	0	0	0	899	300	264	742	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:	209	0	62	0	0	0	0	899	300	264	742	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	220	0	65	0	0	0	0	946	316	278	781	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	0	65	0	0	0	0	946	316	278	781	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:	220	0	65	0	0	0	0	946	316	278	781	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2744	916	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.04	0.00	0.00	0.00	0.00	0.34	0.34	0.15	0.21	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.24	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.44	0.20	0.64	0.00
Volume/Cap:	0.51	0.00	0.09	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.32	0.00
Delay/Veh:	33.9	0.0	16.5	0.0	0.0	0.0	0.0	26.2	26.2	48.6	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	0.0	16.5	0.0	0.0	0.0	0.0	26.2	26.2	48.6	8.2	0.0
LOS by Move:	C	A	B	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	6	0	1	0	0	0	0	18	18	10	5	0

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AM Cumulative With Project (2015) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	16	Average Delay (sec/veh):	51.1
Optimal Cycle:	106	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:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	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:	107	1656	247	83	1880	227	130	433	131	265	558	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1656	247	83	1880	227	130	433	131	265	558	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1656	247	83	1880	227	130	433	131	265	558	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	1743	260	87	1979	239	137	456	138	279	587	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1743	260	87	1979	239	137	456	138	279	587	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1743	260	87	1979	239	137	456	138	279	587	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.98	0.98	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.61	0.39	1.00	2.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4866	726	1805	5005	604	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.05	0.40	0.40	0.04	0.12	0.09	0.15	0.15	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.40	0.40	0.06	0.39	0.39	0.07	0.26	0.26	0.15	0.35	0.35
Volume/Cap:	1.01	0.90	0.90	0.87	1.01	1.01	0.63	0.46	0.33	1.01	0.45	0.12
Delay/Veh:	143.2	39.1	39.1	106.7	57.2	57.2	60.4	37.9	36.6	106.5	30.7	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.2	39.1	39.1	106.7	57.2	57.2	60.4	37.9	36.6	106.5	30.7	27.0
LOS by Move:	F	D	D	F	E	E	E	D	D	F	C	C
HCM2kAvgQ:	8	26	26	5	35	35	4	7	4	15	8	2

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	12	Average Delay (sec/veh):	26.3
Optimal Cycle:	70	Level Of Service:	C

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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	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:	79	582	50	44	596	233	366	333	47	158	576	67
Growth Adj:	1.00	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	582	50	44	596	233	366	333	47	158	576	67
Added Vol:	0	0	0	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	582	50	44	596	233	366	333	47	158	576	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	613	53	46	627	245	385	351	49	166	606	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	613	53	46	627	245	385	351	49	166	606	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:	83	613	53	46	627	245	385	351	49	166	606	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.99	0.99	0.31	0.96	0.96	0.86	1.00	0.85	0.95	1.00	0.85
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.:	403	3457	297	597	2617	1023	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.18	0.08	0.24	0.24	0.12	0.18	0.03	0.09	0.16	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.35	0.35	0.12	0.27	0.27
Volume/Cap:	0.51	0.44	0.44	0.19	0.60	0.60	0.60	0.53	0.09	0.77	0.60	0.16
Delay/Veh:	23.2	19.8	19.8	17.9	21.9	21.9	34.3	24.5	19.9	54.0	29.8	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	19.8	19.8	17.9	21.9	21.9	34.3	24.5	19.9	54.0	29.8	25.5
LOS by Move:	C	B	B	B	C	C	C	C	B	D	C	C
HCM2kAvgQ:	3	7	7	1	10	10	6	8	1	6	8	2

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AM Cumulative With Project (2015) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	1.293
Loss Time (sec):	12	Average Delay (sec/veh):	62.4
Optimal Cycle:	180	Level Of Service:	E

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:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	148	1356	20	19	1212	733	308	32	73	19	153	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:	148	1356	20	19	1212	733	308	32	73	19	153	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:	148	1356	20	19	1212	733	308	32	73	19	153	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	156	1427	21	20	1276	772	324	34	77	20	161	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1427	21	20	1276	772	324	34	77	20	161	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1427	21	20	1276	772	324	34	77	20	161	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	1.00	1.00	0.09	0.94	0.94	0.96	0.96	0.85	0.96	0.96	0.96
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.81	0.19	1.00	0.08	0.63	0.29
Final Sat.:	177	3737	55	177	3583	1792	3294	342	1615	142	1145	531
Capacity Analysis Module:												
Vol/Sat:	0.88	0.38	0.38	0.11	0.36	0.43	0.10	0.10	0.05	0.14	0.14	0.14
Crit Moves:	****						****			****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.31	0.31	0.31	0.08	0.08	0.08
Volume/Cap:	1.84	0.80	0.80	0.24	0.74	0.90	0.32	0.32	0.15	1.84	1.84	1.84
Delay/Veh:	443.4	22.3	22.3	15.2	20.1	26.7	23.8	23.8	22.6	446.1	446	446.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	443.4	22.3	22.3	15.2	20.1	26.7	23.8	23.8	22.6	446.1	446	446.1
LOS by Move:	F	C	C	B	C	C	C	C	C	F	F	F
HCM2kAvgQ:	15	19	19	1	16	23	4	4	2	23	23	23

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	16	Average Delay (sec/veh):	33.2
Optimal Cycle:	77	Level Of Service:	C

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:	6	24	24	6	17	17	0	0	0	31	0	31
Y+R:	4.0	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	1945	136	200	2048	8	16	0	32	38	0	49
Growth Adj:	1.00	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	1945	136	200	2048	8	16	0	32	38	0	49
Added Vol:	0	0	0	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	1945	136	200	2048	8	16	0	32	38	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	2047	143	211	2156	8	17	0	34	40	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2047	143	211	2156	8	17	0	34	40	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2047	143	211	2156	8	17	0	34	40	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	1.00	0.90	1.00	0.90	0.86	1.00	0.85
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.:	1805	5274	369	1805	5672	22	567	0	1134	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.12	0.38	0.38	0.03	0.00	0.03	0.01	0.00	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.07	0.44	0.44	0.13	0.51	0.51	0.03	0.00	0.03	0.26	0.00	0.26
Volume/Cap:	0.35	0.88	0.88	0.88	0.75	0.75	0.88	0.00	0.88	0.05	0.00	0.12
Delay/Veh:	55.3	34.5	34.5	79.8	24.6	24.6	134.0	0.0	134.0	33.4	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	34.5	34.5	79.8	24.6	24.6	134.0	0.0	134.0	33.4	0.0	34.2
LOS by Move:	E	C	C	E	C	C	F	A	F	C	A	C
HCM2kAvgQ:	2	27	27	11	22	22	4	0	4	1	0	1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	16	Average Delay (sec/veh):	36.9
Optimal Cycle:	100	Level Of Service:	D

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:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	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:	182	1131	155	165	1090	273	323	939	98	159	914	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1131	155	165	1090	273	323	939	98	159	914	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	1131	155	165	1090	273	323	939	98	159	914	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1191	163	174	1147	287	340	988	103	167	962	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1191	163	174	1147	287	340	988	103	167	962	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1191	163	174	1147	287	340	988	103	167	962	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.98	0.98
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.:	3249	4923	675	3249	5700	1615	3249	3800	1615	3249	5021	588
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.05	0.20	0.18	0.10	0.26	0.06	0.05	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.32	0.32	0.06	0.31	0.31	0.13	0.40	0.40	0.07	0.35	0.35
Volume/Cap:	0.82	0.76	0.76	0.86	0.65	0.58	0.82	0.65	0.16	0.73	0.55	0.55
Delay/Veh:	70.1	35.5	35.5	81.2	33.7	33.6	58.8	27.5	21.1	61.0	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	35.5	35.5	81.2	33.7	33.6	58.8	27.5	21.1	61.0	29.5	29.5
LOS by Move:	E	D	D	F	C	C	E	C	C	E	C	C
HCM2kAvgQ:	6	15	15	6	12	9	9	14	2	5	10	10

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	16	Average Delay (sec/veh):	39.8
Optimal Cycle:	96	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:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	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:	171	1716	258	123	1211	139	258	858	89	218	933	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1716	258	123	1211	139	258	858	89	218	933	233
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1716	258	123	1211	139	258	858	89	218	933	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	180	1806	272	129	1275	146	272	903	94	229	982	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1806	272	129	1275	146	272	903	94	229	982	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1806	272	129	1275	146	272	903	94	229	982	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.99	0.99	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.61	0.39	2.00	2.69	0.31	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4856	730	3249	5036	578	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.04	0.25	0.25	0.08	0.24	0.06	0.07	0.17	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.40	0.40	0.05	0.39	0.39	0.09	0.32	0.32	0.07	0.31	0.31
Volume/Cap:	0.80	0.93	0.93	0.73	0.66	0.66	0.93	0.73	0.18	0.95	0.56	0.49
Delay/Veh:	68.6	38.9	38.9	65.6	28.5	28.5	83.8	35.2	26.8	95.1	32.1	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	38.9	38.9	65.6	28.5	28.5	83.8	35.2	26.8	95.1	32.1	31.7
LOS by Move:	E	D	D	E	C	C	F	D	C	F	C	C
HCM2kAvgQ:	5	27	27	4	14	14	8	15	2	7	10	7

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AM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	16	Average Delay (sec/veh):	39.2
Optimal Cycle:	106	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:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	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:	118	1177	81	73	704	208	211	755	63	148	1160	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:	118	1177	81	73	704	208	211	755	63	148	1160	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:	118	1177	81	73	704	208	211	755	63	148	1160	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	124	1239	85	77	741	219	222	795	66	156	1221	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1239	85	77	741	219	222	795	66	156	1221	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1239	85	77	741	219	222	795	66	156	1221	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1805	3520	242	1805	5700	1615	1805	5198	434	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.04	0.13	0.14	0.12	0.15	0.15	0.09	0.21	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.37	0.37	0.06	0.32	0.32	0.13	0.31	0.31	0.10	0.28	0.28
Volume/Cap:	0.65	0.95	0.95	0.71	0.40	0.42	0.95	0.49	0.49	0.89	0.77	0.37
Delay/Veh:	50.4	44.5	44.5	65.7	26.4	27.0	88.1	28.1	28.1	84.3	35.3	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	44.5	44.5	65.7	26.4	27.0	88.1	28.1	28.1	84.3	35.3	29.4
LOS by Move:	D	D	D	E	C	C	F	C	C	F	D	C
HCM2kAvgQ:	5	25	25	4	6	5	11	7	7	8	13	4

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AM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	16	Average Delay (sec/veh):	41.6
Optimal Cycle:	100	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:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	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:	112	1739	289	205	1217	116	224	867	56	292	1040	201
Growth Adj:	1.00	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	1739	289	205	1217	116	224	867	56	292	1040	201
Added Vol:	0	0	0	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	1739	289	205	1217	116	224	867	56	292	1040	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	1831	304	216	1281	122	236	913	59	307	1095	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1831	304	216	1281	122	236	913	59	307	1095	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1831	304	216	1281	122	236	913	59	307	1095	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.74	0.26	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5136	490	3249	5306	343	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.19	0.07	0.25	0.25	0.07	0.17	0.17	0.09	0.29	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.37	0.37	0.08	0.38	0.38	0.09	0.32	0.32	0.11	0.34	0.34
Volume/Cap:	0.55	0.88	0.51	0.88	0.66	0.66	0.85	0.54	0.54	0.88	0.85	0.39
Delay/Veh:	57.2	40.0	30.5	82.7	32.0	32.0	75.3	34.2	34.2	73.9	42.3	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	40.0	30.5	82.7	32.0	32.0	75.3	34.2	34.2	73.9	42.3	30.6
LOS by Move:	E	D	C	F	C	C	E	C	C	E	D	C
HCM2kAvgQ:	3	24	9	7	15	15	7	10	10	9	21	6

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AM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	16	Average Delay (sec/veh):	54.5
Optimal Cycle:	110	Level Of Service:	D

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:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	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:	268	1446	248	192	1161	151	215	977	157	471	1450	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1446	248	192	1161	151	215	977	157	471	1450	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	1446	248	192	1161	151	215	977	157	471	1450	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	282	1522	261	202	1222	159	226	1028	165	496	1526	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1522	261	202	1222	159	226	1028	165	496	1526	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	1522	261	202	1222	159	226	1028	165	496	1526	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.16	0.06	0.21	0.10	0.07	0.18	0.10	0.15	0.20	0.23
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.35	0.35	0.06	0.34	0.34	0.08	0.34	0.34	0.12	0.38	0.38
Volume/Cap:	1.31	0.58	0.47	0.99	0.63	0.29	0.90	0.53	0.30	1.31	0.53	0.61
Delay/Veh:	223.0	32.5	31.3	116.0	33.8	29.1	86.0	32.0	29.3	208.6	29.0	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	223.0	32.5	31.3	116.0	33.8	29.1	86.0	32.0	29.3	208.6	29.0	31.6
LOS by Move:	F	C	C	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	13	12	8	7	13	4	7	10	4	20	11	11

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AM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	12	Average Delay (sec/veh):	16.8
Optimal Cycle:	70	Level Of Service:	B

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:	6	6	0	0	21	21	31	0	31	0	0	0
Y+R:	4.0	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	2106	0	0	2060	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	2106	0	0	2060	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	2106	0	0	2060	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	2217	0	0	2168	61	16	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	2217	0	0	2168	61	16	0	23	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:	87	2217	0	0	2168	61	16	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	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.:	1805	5700	0	0	5700	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.00	0.00	0.38	0.04	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.64	0.00	0.00	0.57	0.57	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.67	0.61	0.00	0.00	0.67	0.07	0.03	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	66.8	12.9	0.0	0.0	18.5	11.6	33.3	0.0	33.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	12.9	0.0	0.0	18.5	11.6	33.3	0.0	33.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	4	16	0	0	19	1	0	0	1	0	0	0

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.207
Loss Time (sec):	12	Average Delay (sec/veh):	52.7
Optimal Cycle:	180	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:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	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:	169	1225	1014	73	1091	182	179	420	87	567	747	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1225	1014	73	1091	182	179	420	87	567	747	273
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1225	1014	73	1091	182	179	420	87	567	747	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	178	1289	1067	77	1148	192	188	442	92	597	786	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1289	1067	77	1148	192	188	442	92	597	786	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	1289	1067	77	1148	192	188	442	92	597	786	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	0.85	0.10	0.98	0.98	0.95	0.97	0.97	0.96	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.57	0.43	1.00	1.66	0.34	1.07	1.41	0.52
Final Sat.:	291	3800	1615	190	4782	798	1805	3066	635	1948	2566	938
Capacity Analysis Module:												
Vol/Sat:	0.61	0.34	0.66	0.40	0.24	0.24	0.10	0.14	0.14	0.31	0.31	0.31
Crit Moves:	****							****		****		
Green/Cycle:	0.46	0.46	0.77	0.46	0.46	0.46	0.11	0.11	0.11	0.31	0.31	0.31
Volume/Cap:	1.33	0.74	0.86	0.88	0.52	0.52	0.96	1.33	1.33	0.99	0.99	0.99
Delay/Veh:	216.2	23.6	13.8	81.9	19.3	19.3	97.0	208	207.9	53.4	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.2	23.6	13.8	81.9	19.3	19.3	97.0	208	207.9	53.4	53.4	53.4
LOS by Move:	F	C	B	F	B	B	F	F	F	D	D	D
HCM2kAvgQ:	13	17	25	4	10	10	10	19	19	23	23	23

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	90	Critical Vol./Cap.(X):	1.568
Loss Time (sec):	8	Average Delay (sec/veh):	49.9
Optimal Cycle:	180	Level Of Service:	D

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:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	881	0	30	0	0	0	0	785	730	225	722	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:	881	0	30	0	0	0	0	785	730	225	722	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:	881	0	30	0	0	0	0	785	730	225	722	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	927	0	32	0	0	0	0	826	768	237	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	927	0	32	0	0	0	0	826	768	237	760	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:	927	0	32	0	0	0	0	826	768	237	760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.93	0.93	0.11	1.00	1.00
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.04	0.96	1.00	2.00	0.00
Final Sat.:	3492	0	115	0	0	0	0	1827	1699	205	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.45	0.45	1.15	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.64	0.00
Volume/Cap:	1.00	0.00	1.03	0.00	0.00	0.00	0.00	0.70	0.70	1.79	0.31	0.00
Delay/Veh:	60.9	0.0	70.4	0.0	0.0	0.0	0.0	11.4	11.4	400.5	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	0.0	70.4	0.0	0.0	0.0	0.0	11.4	11.4	400.5	7.2	0.0
LOS by Move:	E	A	E	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	20	0	21	0	0	0	0	15	15	21	5	0

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	12	Average Delay (sec/veh):	34.3
Optimal Cycle:	180	Level Of Service:	C

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:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	423	2264	0	0	1548	219	112	0	765	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:	423	2264	0	0	1548	219	112	0	765	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:	423	2264	0	0	1548	219	112	0	765	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	445	2383	0	0	1629	231	118	0	805	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	2383	0	0	1629	231	118	0	805	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:	445	2383	0	0	1629	231	118	0	805	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.63	0.37	0.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4899	693	372	0	2911	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.42	0.00	0.00	0.33	0.33	0.32	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.57	0.00	0.00	0.33	0.33	0.30	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.06	0.74	0.00	0.00	1.00	1.00	1.06	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	94.3	15.4	0.0	0.0	50.3	50.3	78.2	0.0	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.3	15.4	0.0	0.0	50.3	50.3	78.2	0.0	13.8	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	17	0	0	24	24	23	0	8	0	0	0

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.227
Loss Time (sec):	16	Average Delay (sec/veh):	79.7
Optimal Cycle:	180	Level Of Service:	E

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:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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:	87	1219	613	77	1250	194	219	893	135	563	1098	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1219	613	77	1250	194	219	893	135	563	1098	106
Added Vol:	0	0	0	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	1219	613	77	1250	194	219	893	135	563	1098	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	1283	645	81	1316	204	231	940	142	593	1156	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1283	645	81	1316	204	231	940	142	593	1156	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1283	645	81	1316	204	231	940	142	593	1156	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.98	0.98	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.74	0.26	1.00	2.74	0.26
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3235	489	1805	5131	495
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.40	0.04	0.23	0.13	0.07	0.29	0.29	0.33	0.23	0.23
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.29	0.29	0.05	0.29	0.29	0.10	0.28	0.28	0.24	0.42	0.42
Volume/Cap:	0.90	0.77	1.36	0.90	0.81	0.44	0.68	1.03	1.03	1.36	0.54	0.54
Delay/Veh:	115.1	41.0	219.8	119.0	42.8	35.6	57.1	77.4	77.4	224.0	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.1	41.0	219.8	119.0	42.8	35.6	57.1	77.4	77.4	224.0	26.4	26.4
LOS by Move:	F	D	F	F	D	D	E	E	E	F	C	C
HCM2kAvgQ:	6	16	46	5	17	6	6	27	27	43	12	12

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	16	Average Delay (sec/veh):	56.9
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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	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:	157	1994	246	178	1611	289	331	971	95	252	1109	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:	157	1994	246	178	1611	289	331	971	95	252	1109	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:	157	1994	246	178	1611	289	331	971	95	252	1109	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	2099	259	187	1696	304	348	1022	100	265	1167	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	2099	259	187	1696	304	348	1022	100	265	1167	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	2099	259	187	1696	304	348	1022	100	265	1167	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5125	501	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.16	0.10	0.30	0.19	0.11	0.20	0.20	0.08	0.31	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.36	0.45	0.10	0.35	0.46	0.10	0.31	0.31	0.09	0.30	0.30
Volume/Cap:	0.84	1.02	0.36	1.02	0.84	0.41	1.02	0.63	0.63	0.90	1.02	0.38
Delay/Veh:	79.3	64.3	21.9	126.5	39.2	22.1	108.4	36.0	36.0	82.5	74.6	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.3	64.3	21.9	126.5	39.2	22.1	108.4	36.0	36.0	82.5	74.6	33.7
LOS by Move:	E	E	C	F	D	C	F	D	D	F	E	C
HCM2kAvgQ:	8	34	6	11	21	7	12	12	12	8	29	5

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	16	Average Delay (sec/veh):	43.7
Optimal Cycle:	100	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:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	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:	94	432	157	215	681	199	103	1335	152	190	1341	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	432	157	215	681	199	103	1335	152	190	1341	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	432	157	215	681	199	103	1335	152	190	1341	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	455	165	226	717	209	108	1405	160	200	1412	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	455	165	226	717	209	108	1405	160	200	1412	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	455	165	226	717	209	108	1405	160	200	1412	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99
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.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3435	315
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.10	0.13	0.19	0.13	0.06	0.25	0.10	0.11	0.41	0.41
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.23	0.23	0.13	0.29	0.35	0.06	0.35	0.35	0.15	0.44	0.44
Volume/Cap:	0.40	0.51	0.44	0.94	0.65	0.37	0.94	0.70	0.28	0.74	0.94	0.94
Delay/Veh:	53.8	40.6	40.1	93.6	38.7	29.2	121.4	34.8	28.4	59.0	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	40.6	40.1	93.6	38.7	29.2	121.4	34.8	28.4	59.0	43.6	43.6
LOS by Move:	D	D	D	F	D	C	F	C	C	E	D	D
HCM2kAvgQ:	2	8	5	12	12	6	7	16	4	9	32	32

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2000 HCM Operations Method (Future Volume Alternative)

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

Cycle (sec):	120	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	16	Average Delay (sec/veh):	46.8
Optimal Cycle:	101	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:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	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:	170	1287	309	242	1417	373	486	517	199	328	890	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1287	309	242	1417	373	486	517	199	328	890	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1287	309	242	1417	373	486	517	199	328	890	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	179	1355	325	255	1492	393	512	544	209	345	937	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1355	325	255	1492	393	512	544	209	345	937	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1355	325	255	1492	393	512	544	209	345	937	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.20	0.08	0.26	0.24	0.16	0.14	0.13	0.11	0.25	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.28	0.28	0.09	0.30	0.30	0.18	0.37	0.37	0.13	0.32	0.32
Volume/Cap:	0.86	0.86	0.73	0.86	0.86	0.80	0.86	0.38	0.35	0.85	0.78	0.30
Delay/Veh:	84.6	46.3	45.4	75.5	44.2	47.7	59.8	27.6	27.4	66.4	40.5	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.6	46.3	45.4	75.5	44.2	47.7	59.8	27.6	27.4	66.4	40.5	31.3
LOS by Move:	F	D	D	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	6	19	12	8	20	15	13	7	6	9	17	4

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	12	Average Delay (sec/veh):	20.0
Optimal Cycle:	59	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:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	373	0	318	0	0	0	0	844	247	93	956	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:	373	0	318	0	0	0	0	844	247	93	956	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:	373	0	318	0	0	0	0	844	247	93	956	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	393	0	335	0	0	0	0	888	260	98	1006	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	0	335	0	0	0	0	888	260	98	1006	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:	393	0	335	0	0	0	0	888	260	98	1006	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.97	0.97	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2840	831	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.21	0.00	0.00	0.00	0.00	0.31	0.31	0.05	0.26	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.32	0.00	0.40	0.00	0.00	0.00	0.00	0.46	0.46	0.08	0.54	0.00
Volume/Cap:	0.67	0.00	0.51	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.49	0.00
Delay/Veh:	29.5	0.0	20.9	0.0	0.0	0.0	0.0	19.9	19.9	52.1	12.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	0.0	20.9	0.0	0.0	0.0	0.0	19.9	19.9	52.1	12.9	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	D	B	A
HCM2kAvgQ:	10	0	7	0	0	0	0	13	13	4	9	0

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Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	16	Average Delay (sec/veh):	47.5
Optimal Cycle:	129	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:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	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:	113	1973	190	80	1695	159	368	727	114	217	643	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1973	190	80	1695	159	368	727	114	217	643	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1973	190	80	1695	159	368	727	114	217	643	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	119	2077	200	84	1784	167	387	765	120	228	677	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2077	200	84	1784	167	387	765	120	228	677	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:	119	2077	200	84	1784	167	387	765	120	228	677	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	2.74	0.26	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5132	494	1805	5143	482	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.40	0.05	0.35	0.35	0.12	0.20	0.07	0.13	0.18	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.43	0.43	0.05	0.40	0.40	0.12	0.26	0.26	0.13	0.27	0.27
Volume/Cap:	0.87	0.95	0.95	0.93	0.87	0.87	0.96	0.78	0.29	0.95	0.67	0.13
Delay/Veh:	95.5	42.8	42.8	129.5	37.0	37.0	88.0	45.4	36.0	96.2	40.8	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	42.8	42.8	129.5	37.0	37.0	88.0	45.4	36.0	96.2	40.8	33.5
LOS by Move:	F	D	D	F	D	D	F	D	D	F	D	C
HCM2kAvgQ:	7	32	32	6	25	25	12	15	4	12	12	2

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Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	12	Average Delay (sec/veh):	29.2
Optimal Cycle:	95	Level Of Service:	C

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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	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:	134	692	121	79	585	306	281	606	109	85	468	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	692	121	79	585	306	281	606	109	85	468	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	692	121	79	585	306	281	606	109	85	468	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	728	127	83	616	322	296	638	115	89	493	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	728	127	83	616	322	296	638	115	89	493	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	728	127	83	616	322	296	638	115	89	493	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.98	0.98	0.23	0.95	0.95	0.86	1.00	0.85	0.95	1.00	0.85
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.:	376	3163	553	439	2368	1238	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.37	0.23	0.23	0.19	0.26	0.26	0.09	0.34	0.07	0.05	0.13	0.04
Crit Moves:	****							****		****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.11	0.38	0.38	0.07	0.33	0.33
Volume/Cap:	0.89	0.55	0.55	0.45	0.62	0.62	0.80	0.89	0.19	0.74	0.39	0.11
Delay/Veh:	64.9	19.9	19.9	20.3	21.1	21.1	51.1	39.2	18.9	63.2	23.3	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	19.9	19.9	20.3	21.1	21.1	51.1	39.2	18.9	63.2	23.3	21.0
LOS by Move:	E	B	B	C	C	C	D	D	B	E	C	C
HCM2kAvgQ:	6	9	9	2	11	11	7	20	2	4	5	1

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Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	12	Average Delay (sec/veh):	26.6
Optimal Cycle:	147	Level Of Service:	C

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:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	90	1189	14	45	1637	415	686	143	208	13	61	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1189	14	45	1637	415	686	143	208	13	61	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1189	14	45	1637	415	686	143	208	13	61	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	1252	15	47	1723	437	722	151	219	14	64	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1252	15	47	1723	437	722	151	219	14	64	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1252	15	47	1723	437	722	151	219	14	64	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	1.00	1.00	0.12	0.97	0.97	0.96	0.96	0.85	0.96	0.96	0.96
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.66	0.34	1.00	0.13	0.61	0.26
Final Sat.:	173	3748	44	234	4411	1118	3019	629	1615	237	1112	474
Capacity Analysis Module:												
Vol/Sat:	0.55	0.33	0.33	0.20	0.39	0.39	0.24	0.24	0.14	0.06	0.06	0.06
Crit Moves:	****						****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.31	0.31	0.31	0.07	0.07	0.07
Volume/Cap:	1.12	0.68	0.68	0.41	0.80	0.80	0.77	0.77	0.44	0.87	0.87	0.87
Delay/Veh:	157.3	18.7	18.7	17.2	21.1	21.1	31.3	31.3	25.3	85.3	85.3	85.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.3	18.7	18.7	17.2	21.1	21.1	31.3	31.3	25.3	85.3	85.3	85.3
LOS by Move:	F	B	B	B	C	C	C	C	C	F	F	F
HCM2kAvgQ:	7	14	14	1	19	19	13	13	5	5	5	5

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	16	Average Delay (sec/veh):	27.0
Optimal Cycle:	77	Level Of Service:	C

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:	6	24	24	6	17	17	0	0	0	31	0	31
Y+R:	4.0	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	2110	51	56	1990	16	8	0	40	145	0	180
Growth Adj:	1.00	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	2110	51	56	1990	16	8	0	40	145	0	180
Added Vol:	0	0	0	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	2110	51	56	1990	16	8	0	40	145	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	2221	54	59	2095	17	8	0	42	153	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2221	54	59	2095	17	8	0	42	153	0	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:	34	2221	54	59	2095	17	8	0	42	153	0	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00	0.88	0.86	1.00	0.85
Lanes:	1.00	2.93	0.07	1.00	2.98	0.02	0.17	0.00	0.83	2.00	0.00	1.00
Final Sat.:	1805	5543	134	1805	5649	45	279	0	1395	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.03	0.37	0.37	0.03	0.00	0.03	0.05	0.00	0.12
Crit Moves:		****		****			****			****		
Green/Cycle:	0.07	0.52	0.52	0.05	0.50	0.50	0.04	0.00	0.04	0.26	0.00	0.26
Volume/Cap:	0.28	0.77	0.77	0.65	0.74	0.74	0.77	0.00	0.77	0.18	0.00	0.45
Delay/Veh:	54.4	24.4	24.4	71.8	24.7	24.7	99.3	0.0	99.3	34.7	0.0	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	24.4	24.4	71.8	24.7	24.7	99.3	0.0	99.3	34.7	0.0	38.2
LOS by Move:	D	C	C	E	C	C	F	A	F	C	A	D
HCM2kAvgQ:	1	23	23	3	21	21	3	0	3	2	0	6

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	16	Average Delay (sec/veh):	37.4
Optimal Cycle:	100	Level Of Service:	D

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:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	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:	146	1033	135	160	1313	265	293	810	229	317	777	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1033	135	160	1313	265	293	810	229	317	777	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	1033	135	160	1313	265	293	810	229	317	777	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	1087	142	168	1382	279	308	853	241	334	818	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1087	142	168	1382	279	308	853	241	334	818	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	1087	142	168	1382	279	308	853	241	334	818	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.98	0.98
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.53	0.47
Final Sat.:	3249	4955	648	3249	5700	1615	3249	3800	1615	3249	4703	866
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.05	0.24	0.17	0.09	0.22	0.15	0.10	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.32	0.32	0.06	0.32	0.32	0.13	0.35	0.35	0.12	0.35	0.35
Volume/Cap:	0.76	0.68	0.68	0.83	0.76	0.54	0.76	0.63	0.42	0.87	0.50	0.50
Delay/Veh:	65.6	33.6	33.6	75.7	35.3	31.8	54.3	30.6	27.5	67.2	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	33.6	33.6	75.7	35.3	31.8	54.3	30.6	27.5	67.2	28.7	28.7
LOS by Move:	E	C	C	E	D	C	D	C	C	E	C	C
HCM2kAvgQ:	5	13	13	5	15	8	7	13	6	9	9	9

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	16	Average Delay (sec/veh):	39.0
Optimal Cycle:	100	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:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	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:	158	1491	218	273	1533	198	157	856	100	210	803	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1491	218	273	1533	198	157	856	100	210	803	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1491	218	273	1533	198	157	856	100	210	803	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	1569	229	287	1614	208	165	901	105	221	845	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1569	229	287	1614	208	165	901	105	221	845	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1569	229	287	1614	208	165	901	105	221	845	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.62	0.38	2.00	2.66	0.34	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4878	713	3249	4962	641	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.09	0.33	0.33	0.05	0.24	0.07	0.07	0.15	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.37	0.37	0.10	0.40	0.40	0.06	0.31	0.31	0.08	0.33	0.33
Volume/Cap:	0.76	0.88	0.88	0.88	0.81	0.81	0.88	0.77	0.21	0.88	0.45	0.33
Delay/Veh:	65.0	37.1	37.1	71.1	31.6	31.6	85.3	37.5	28.3	77.5	29.3	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	37.1	37.1	71.1	31.6	31.6	85.3	37.5	28.3	77.5	29.3	28.2
LOS by Move:	E	D	D	E	C	C	F	D	C	E	C	C
HCM2kAvgQ:	5	22	22	8	20	20	5	15	3	7	8	5

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	16	Average Delay (sec/veh):	37.7
Optimal Cycle:	83	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:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	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:	88	869	144	173	1340	313	179	1193	182	142	897	82
Growth Adj:	1.00	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	869	144	173	1340	313	179	1193	182	142	897	82
Added Vol:	0	0	0	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	869	144	173	1340	313	179	1193	182	142	897	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	915	152	182	1411	329	188	1256	192	149	944	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	915	152	182	1411	329	188	1256	192	149	944	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	915	152	182	1411	329	188	1256	192	149	944	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
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.:	1805	3191	529	1805	5700	1615	1805	4847	739	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.10	0.25	0.20	0.10	0.26	0.26	0.08	0.17	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.33	0.33	0.11	0.36	0.36	0.12	0.31	0.31	0.09	0.28	0.28
Volume/Cap:	0.60	0.88	0.88	0.88	0.70	0.57	0.88	0.84	0.84	0.91	0.59	0.19
Delay/Veh:	50.2	39.4	39.4	75.5	28.7	27.6	74.5	36.3	36.3	89.9	31.7	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	39.4	39.4	75.5	28.7	27.6	74.5	36.3	36.3	89.9	31.7	27.6
LOS by Move:	D	D	D	E	C	C	E	D	D	F	C	C
HCM2kAvgQ:	4	19	19	8	13	9	9	16	16	8	9	2

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	16	Average Delay (sec/veh):	42.6
Optimal Cycle:	100	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:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	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:	144	1451	232	270	1534	142	181	1098	64	333	988	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:	144	1451	232	270	1534	142	181	1098	64	333	988	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:	144	1451	232	270	1534	142	181	1098	64	333	988	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	1527	244	284	1615	149	191	1156	67	351	1040	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1527	244	284	1615	149	191	1156	67	351	1040	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1527	244	284	1615	149	191	1156	67	351	1040	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5149	477	3249	5343	311	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.09	0.31	0.31	0.06	0.22	0.22	0.11	0.27	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.32	0.32	0.10	0.36	0.36	0.08	0.32	0.32	0.13	0.37	0.37
Volume/Cap:	0.80	0.84	0.48	0.84	0.86	0.86	0.77	0.68	0.68	0.84	0.74	0.26
Delay/Veh:	77.4	41.9	33.6	70.0	39.4	39.4	68.0	36.9	36.9	65.5	35.1	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	41.9	33.6	70.0	39.4	39.4	68.0	36.9	36.9	65.5	35.1	26.7
LOS by Move:	E	D	C	E	D	D	E	D	D	E	D	C
HCM2kAvgQ:	5	20	7	8	23	23	6	14	14	10	18	4

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.050
Loss Time (sec):	16	Average Delay (sec/veh):	77.1
Optimal Cycle:	180	Level Of Service:	E

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:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	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:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	314	1487	638	423	1520	281	228	1323	265	496	1287	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1487	638	423	1520	281	228	1323	265	496	1287	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	1487	638	423	1520	281	228	1323	265	496	1287	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
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.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.39	0.13	0.27	0.17	0.07	0.23	0.16	0.15	0.17	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.34	0.34	0.08	0.34	0.34	0.08	0.34	0.34	0.10	0.37	0.37
Volume/Cap:	1.14	0.57	1.16	1.54	0.78	0.51	0.94	0.68	0.48	1.54	0.46	0.38
Delay/Veh:	153.8	32.6	128.7	316.6	37.6	32.3	95.3	34.9	31.8	313.3	29.2	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.8	32.6	128.7	316.6	37.6	32.3	95.3	34.9	31.8	313.3	29.2	28.4
LOS by Move:	F	C	F	F	D	C	F	C	C	F	C	C
HCM2kAvgQ:	12	11	37	20	18	8	8	15	8	24	9	6

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PM Cumulative With Project (2015) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	12	Average Delay (sec/veh):	15.3
Optimal Cycle:	70	Level Of Service:	B

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:	6	6	0	0	21	21	31	0	31	0	0	0
Y+R:	4.0	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	1957	0	0	2077	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	1957	0	0	2077	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	1957	0	0	2077	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	2060	0	0	2186	17	51	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2060	0	0	2186	17	51	0	73	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:	24	2060	0	0	2186	17	51	0	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	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.:	1805	5700	0	0	5700	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.00	0.00	0.38	0.01	0.03	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.05	0.64	0.00	0.00	0.59	0.59	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.27	0.56	0.00	0.00	0.65	0.02	0.11	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	56.5	12.3	0.0	0.0	16.7	10.1	34.1	0.0	34.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	12.3	0.0	0.0	16.7	10.1	34.1	0.0	34.8	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	14	0	0	18	0	1	0	2	0	0	0

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APPENDIX F-III

YEAR 2015 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Cumulative With Project (2015) [HCM] (Mitigation)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.185
Loss Time (sec):	12	Average Delay (sec/veh):	46.3
Optimal Cycle:	180	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:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	562	1430	0	0	1681	391	84	0	1036	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:	562	1430	0	0	1681	391	84	0	1036	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:	562	1430	0	0	1681	391	84	0	1036	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	592	1505	0	0	1769	412	88	0	1091	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	592	1505	0	0	1769	412	88	0	1091	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:	592	1505	0	0	1769	412	88	0	1091	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	1615	227	0	3031	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.00	0.00	0.31	0.25	0.39	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.58	0.00	0.00	0.33	0.33	0.29	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.34	0.46	0.00	0.00	0.93	0.76	1.34	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	203.3	11.0	0.0	0.0	37.9	33.3	194.4	0.0	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	203.3	11.0	0.0	0.0	37.9	33.3	194.4	0.0	16.4	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	C	F	A	B	A	A	A
HCM2kAvgQ:	37	8	0	0	21	12	39	0	13	0	0	0

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PM Cumulative With Project (2015) [HCM] (Mitigation)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	12	Average Delay (sec/veh):	28.0
Optimal Cycle:	152	Level Of Service:	C

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:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	423	2264	0	0	1548	219	112	0	765	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:	423	2264	0	0	1548	219	112	0	765	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:	423	2264	0	0	1548	219	112	0	765	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	445	2383	0	0	1629	231	118	0	805	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	2383	0	0	1629	231	118	0	805	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:	445	2383	0	0	1629	231	118	0	805	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	0.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	1615	372	0	2911	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.42	0.00	0.00	0.29	0.14	0.32	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.57	0.00	0.00	0.33	0.33	0.30	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.06	0.74	0.00	0.00	0.86	0.43	1.06	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	94.3	15.4	0.0	0.0	32.2	23.9	78.2	0.0	13.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.3	15.4	0.0	0.0	32.2	23.9	78.2	0.0	13.8	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C	C	E	A	B	A	A	A
HCM2kAvgQ:	20	17	0	0	17	5	23	0	8	0	0	0

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