APPENDIX A
EXISTING HCM LOS ANALYSIS SHEETS

Weekday AM Peak Hour

EX-AM Tue Nov 14, 2006 19:04:21 Page 3-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 12 Apr 2005 << 0745-0845												
Base Vol:	30	14	20	24	24	22	48	880	47	30	1038	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	14	20	24	24	22	48	880	47	30	1038	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	14	20	24	24	22	48	880	47	30	1038	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	14	20	24	24	22	48	880	47	30	1038	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	14	20	24	24	22	48	880	47	30	1038	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1700	741	1059	1700	1800	1800	1700	3600	1800	1700	3532	68
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.01	0.01	0.03	0.24	0.03	0.02	0.29	0.29
Crit Moves:		****									****	
Green/Cycle:	0.06	0.06	0.06	0.06	0.06	0.06	0.90	0.90	0.90	0.90	0.90	0.90
Volume/Cap:	0.30	0.33	0.33	0.24	0.23	0.21	0.03	0.27	0.03	0.02	0.33	0.33
Delay/Veh:	46.9	47.0	47.0	46.3	46.1	45.9	0.5	0.7	0.5	0.5	0.7	0.7
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:	46.9	47.0	47.0	46.3	46.1	45.9	0.5	0.7	0.5	0.5	0.7	0.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	1	1	1	0	2	0	0	3	3

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

EX-AM Tue Nov 14, 2006 19:04:21 Page 4-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.6
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 10 May 2005 << 0845-0945												
Base Vol:	0	0	0	15	0	22	8	1105	0	0	1590	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	22	8	1105	0	0	1590	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	22	8	1105	0	0	1590	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	22	8	1105	0	0	1590	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	15	0	22	8	1105	0	0	1590	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.93	0.07
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5267	133
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.20	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.90	0.00	0.00	0.89	0.89
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.34	0.34	0.23	0.00	0.00	0.34	0.34
Delay/Veh:	0.0	0.0	0.0	47.2	0.0	50.1	57.2	0.6	0.0	0.0	0.9	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.2	0.0	50.1	57.2	0.6	0.0	0.0	0.9	0.9
LOS by Move:	A	A	A	D	A	D	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	1	1	2	0	0	3	3

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

EX-AM Tue Nov 14, 2006 19:04:21 Page 5-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module: >> Count Date: 5 Apr 2005 << 0730-0830																
Base Vol:	147	0	55		0	0	0		0	1256	105		48	1053	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:	147	0	55		0	0	0		0	1256	105		48	1053	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	147	0	55		0	0	0		0	1256	105		48	1053	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	147	0	55		0	0	0		0	1256	105		48	1053	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	
Final Vol.:	147	0	55		0	0	0		0	1256	105		48	1053	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1700	0	1800		0	0	0		0	3600	1800		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.03		0.00	0.00	0.00		0.00	0.35	0.06		0.03	0.29	0.00	
Crit Moves:	****									****						
Green/Cycle:	0.19	0.00	0.19		0.00	0.00	0.00		0.00	0.77	0.77		0.77	0.77	0.00	
Volume/Cap:	0.45	0.00	0.16		0.00	0.00	0.00		0.00	0.45	0.08		0.04	0.38	0.00	
Delay/Veh:	36.9	0.0	34.0		0.0	0.0	0.0		0.0	4.2	2.8		2.7	3.8	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:	36.9	0.0	34.0		0.0	0.0	0.0		0.0	4.2	2.8		2.7	3.8	0.0	
LOS by Move:	D	A	C		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	5	0	2		0	0	0		0	7	1		0	6	0	

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

EX-AM Tue Nov 14, 2006 19:04:21 Page 6-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	1	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900																
Base Vol:	20	9	18		93	2	13		11	1739	6		5	2540	99	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	9	18		93	2	13		11	1739	6		5	2540	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	9	18		93	2	13		11	1739	6		5	2540	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	9	18		93	2	13		11	1739	6		5	2540	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	
Final Vol.:	20	9	18		93	2	13		11	1739	6		5	2540	99	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.92	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.69	0.31	1.00		1.96	0.04	1.00		1.00	2.99	0.01		1.00	2.89	0.11	
Final Sat.:	1241	559	1800		3426	74	1800		1700	5381	19		1700	5197	203	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.01		0.03	0.03	0.01		0.01	0.32	0.32		0.00	0.49	0.49	
Crit Moves:		****				****								****		
Green/Cycle:	0.03	0.03	0.03		0.05	0.05	0.05		0.86	0.86	0.86		0.86	0.86	0.86	
Volume/Cap:	0.57	0.57	0.35		0.57	0.57	0.15		0.01	0.37	0.37		0.00	0.57	0.57	
Delay/Veh:	61.9	61.9	51.8		51.0	51.0	46.5		0.9	1.4	1.4		0.9	2.0	2.0	
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:	61.9	61.9	51.8		51.0	51.0	46.5		0.9	1.4	1.4		0.9	2.0	2.0	
LOS by Move:	E	E	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	2	2	1		2	2	1		0	4	4		0	8	8	

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

EX-AM Tue Nov 14, 2006 19:04:21 Page 7-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 0730-0830												
Base Vol:	22	11	45	57	31	81	37	1123	22	49	1054	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	11	45	57	31	81	37	1123	22	49	1054	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	11	45	57	31	81	37	1123	22	49	1054	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	11	45	57	31	81	37	1123	22	49	1054	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	11	45	57	31	81	37	1123	22	49	1054	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.67	0.37	0.96	1.00	3.00	1.00	1.00	2.84	0.16
Final Sat.:	1700	1800	1800	1214	660	1725	1700	5400	1800	1700	5105	295
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.05	0.02	0.21	0.01	0.03	0.21	0.21
Crit Moves:					****			****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.07	0.69	0.69	0.10	0.71	0.71
Volume/Cap:	0.08	0.04	0.16	0.30	0.30	0.30	0.29	0.30	0.02	0.30	0.29	0.29
Delay/Veh:	36.3	35.9	36.8	37.7	37.7	37.7	45.0	6.2	4.9	43.2	5.4	5.4
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:	36.3	35.9	36.8	37.7	37.7	37.7	45.0	6.2	4.9	43.2	5.4	5.4
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	0	1	3	3	3	1	5	0	2	4	4

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

EX-AM Tue Nov 14, 2006 19:04:21 Page 8-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830												
Base Vol:	11	14	27	99	11	36	19	787	4	29	668	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	14	27	99	11	36	19	787	4	29	668	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	14	27	99	11	36	19	787	4	29	668	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	14	27	99	11	36	19	787	4	29	668	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	14	27	99	11	36	19	787	4	29	668	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.44	0.56	1.00	0.68	0.07	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	792	1008	1800	1221	136	444	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.08	0.08	0.08	0.01	0.22	0.00	0.02	0.19	0.02
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.05	0.05	0.06	0.31	0.31	0.31	0.02	0.31	0.00	0.02	0.27	0.02
Delay/Veh:	27.8	27.8	27.9	30.2	30.2	30.2	4.6	5.8	4.5	4.6	5.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	27.8	27.9	30.2	30.2	30.2	4.6	5.8	4.5	4.6	5.6	4.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	4	4	4	0	5	0	0	4	0

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

EX-AM Tue Nov 14, 2006 19:04:21 Page 9-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 12 Apr 2005 << 0715-0815												
Base Vol:	471	0	570	0	0	0	0	886	407	472	795	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:	471	0	570	0	0	0	0	886	407	472	795	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	471	0	570	0	0	0	0	886	407	472	795	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	471	0	570	0	0	0	0	886	407	472	795	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
Final Vol.:	471	0	570	0	0	0	0	886	407	472	795	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.46	0.00	1.54	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2525	0	2767	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.21	0.00	0.00	0.00	0.00	0.25	0.23	0.28	0.22	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.62	0.00	0.00	0.00	0.00	0.33	0.33	0.37	0.70	0.00
Volume/Cap:	0.75	0.00	0.33	0.00	0.00	0.00	0.00	0.75	0.69	0.75	0.32	0.00
Delay/Veh:	43.8	0.0	10.9	0.0	0.0	0.0	0.0	38.5	38.3	37.7	7.0	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:	43.8	0.0	10.9	0.0	0.0	0.0	0.0	38.5	38.3	37.7	7.0	0.0
LOS by Move:	D	A	B	A	A	A	A	D	D	D	A	A
HCM2kAvgQ:	13	0	7	0	0	0	0	16	14	18	6	0

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 10-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 Apr 2005 << 0730-0830												
Base Vol:	38	948	27	30	790	46	101	50	103	20	42	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	948	27	30	790	46	101	50	103	20	42	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	948	27	30	790	46	101	50	103	20	42	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	948	27	30	790	46	101	50	103	20	42	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	948	27	30	790	46	101	50	103	20	42	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.67	0.33	1.00	0.32	0.68	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1204	596	1800	581	1219	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.02	0.02	0.22	0.03	0.08	0.08	0.06	0.03	0.03	0.01
Crit Moves:		****						****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.03	0.36	0.02	0.02	0.30	0.04	0.36	0.36	0.25	0.15	0.15	0.05
Delay/Veh:	3.8	5.1	3.8	3.8	4.8	3.8	32.7	32.7	31.6	30.7	30.7	29.9
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:	3.8	5.1	3.8	3.8	4.8	3.8	32.7	32.7	31.6	30.7	30.7	29.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	0	0	4	0	4	4	3	2	2	1

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 11-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: 41 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0
Volume Module: >> Count Date: 23 Mar 2005 << 0715-0815												
Base Vol:	135	735	164	212	652	170	215	766	101	109	354	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:	135	735	164	212	652	170	215	766	101	109	354	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	735	164	212	652	170	215	766	101	109	354	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	735	164	212	652	170	215	766	101	109	354	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	735	164	212	652	170	215	766	101	109	354	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	1.58	0.42
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4771	629	1700	2845	755
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.09	0.12	0.18	0.09	0.13	0.16	0.16	0.06	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.33	0.33	0.20	0.37	0.37	0.20	0.29	0.29	0.12	0.20	0.20
Volume/Cap:	0.49	0.62	0.28	0.62	0.49	0.26	0.62	0.56	0.56	0.56	0.62	0.62
Delay/Veh:	47.2	35.0	30.0	47.3	29.6	26.7	47.0	36.6	36.6	53.7	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	35.0	30.0	47.3	29.6	26.7	47.0	36.6	36.6	53.7	45.5	45.5
LOS by Move:	D	D	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	6	12	5	9	10	5	9	10	10	5	9	9

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 12-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0700-0800												
Base Vol:	30	855	75	84	729	56	51	42	19	28	35	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	855	75	84	729	56	51	42	19	28	35	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	855	75	84	729	56	51	42	19	28	35	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	855	75	84	729	56	51	42	19	28	35	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	855	75	84	729	56	51	42	19	28	35	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.45	1.00	0.44	0.56	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	987	813	1800	800	1000	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.04	0.05	0.20	0.03	0.05	0.05	0.01	0.04	0.04	0.05
Crit Moves:		****						****				
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.02	0.30	0.05	0.06	0.26	0.04	0.30	0.30	0.06	0.20	0.20	0.28
Delay/Veh:	2.3	3.0	2.4	2.4	2.9	2.3	36.7	36.7	34.8	35.9	35.9	36.6
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:	2.3	3.0	2.4	2.4	2.9	2.3	36.7	36.7	34.8	35.9	35.9	36.6
LOS by Move:	A	A	A	A	A	A	D	D	C	D	D	D
HCM2kAvgQ:	0	4	1	1	3	0	3	3	1	2	2	3

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 13-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 0730-0830												
Base Vol:	33	888	77	46	814	77	51	44	31	54	73	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	888	77	46	814	77	51	44	31	54	73	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	888	77	46	814	77	51	44	31	54	73	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	888	77	46	814	77	51	44	31	54	73	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	888	77	46	814	77	51	44	31	54	73	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.43	0.57	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	966	834	1800	765	1035	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.04	0.03	0.23	0.04	0.05	0.05	0.02	0.07	0.07	0.04
Crit Moves:		****									****	
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.03	0.33	0.06	0.04	0.30	0.06	0.25	0.25	0.08	0.33	0.33	0.18
Delay/Veh:	3.3	4.3	3.4	3.3	4.2	3.4	33.0	33.0	31.6	33.8	33.8	32.4
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:	3.3	4.3	3.4	3.3	4.2	3.4	33.0	33.0	31.6	33.8	33.8	32.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	1	0	4	1	3	3	1	4	4	2

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 14-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.3
Optimal Cycle: 42 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 0745-0845												
Base Vol:	189	722	218	138	713	99	116	1026	139	115	613	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	722	218	138	713	99	116	1026	139	115	613	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	722	218	138	713	99	116	1026	139	115	613	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	722	218	138	713	99	116	1026	139	115	613	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	189	722	218	138	713	99	116	1026	139	115	613	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4756	644	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.12	0.08	0.20	0.06	0.07	0.22	0.22	0.07	0.17	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.35	0.35	0.14	0.31	0.31	0.13	0.34	0.34	0.11	0.32	0.32
Volume/Cap:	0.63	0.58	0.35	0.58	0.63	0.18	0.53	0.63	0.63	0.63	0.53	0.18
Delay/Veh:	50.4	32.7	29.5	51.8	36.6	30.2	51.6	34.1	34.1	58.6	34.1	29.7
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:	50.4	32.7	29.5	51.8	36.6	30.2	51.6	34.1	34.1	58.6	34.1	29.7
LOS by Move:	D	C	C	D	D	C	D	C	C	E	C	C
HCM2kAvgQ:	8	12	6	6	12	3	5	13	13	6	10	3

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 15-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0730-0830												
Base Vol:	62	1011	41	61	818	42	44	54	32	46	36	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1011	41	61	818	42	44	54	32	46	36	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1011	41	61	818	42	44	54	32	46	36	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1011	41	61	818	42	44	54	32	46	36	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
Final Vol.:	62	1011	41	61	818	42	44	54	32	46	36	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	0.56	0.44	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	808	992	1800	1010	790	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.02	0.04	0.23	0.02	0.05	0.05	0.02	0.05	0.05	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.05	0.35	0.03	0.04	0.28	0.03	0.35	0.35	0.11	0.29	0.29	0.24
Delay/Veh:	2.0	2.7	2.0	2.0	2.5	2.0	38.4	38.4	36.5	37.9	37.9	37.5
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:	2.0	2.7	2.0	2.0	2.5	2.0	38.4	38.4	36.5	37.9	37.9	37.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	0	0	3	0	3	3	1	3	3	2

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 16-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0745-0845												
Base Vol:	21	855	309	191	710	17	31	222	71	143	144	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	855	309	191	710	17	31	222	71	143	144	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	855	309	191	710	17	31	222	71	143	144	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	855	309	191	710	17	31	222	71	143	144	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	855	309	191	710	17	31	222	71	143	144	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.17	0.11	0.20	0.01	0.02	0.12	0.04	0.04	0.08	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.42	0.42	0.20	0.58	0.58	0.05	0.22	0.22	0.08	0.25	0.25
Volume/Cap:	0.34	0.56	0.41	0.56	0.34	0.02	0.40	0.56	0.18	0.56	0.32	0.40
Delay/Veh:	50.2	22.4	20.5	38.3	10.8	8.7	49.8	36.6	32.0	47.2	30.7	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:	50.2	22.4	20.5	38.3	10.8	8.7	49.8	36.6	32.0	47.2	30.7	31.6
LOS by Move:	D	C	C	D	B	A	D	D	C	D	C	C
HCM2kAvgQ:	1	11	7	7	6	0	2	7	2	3	4	5

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

EX-AM Tue Nov 14, 2006 19:04:22 Page 17-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.7
Optimal Cycle: 106 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0730-0830												
Base Vol:	180	872	343	261	612	65	236	893	208	232	617	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	872	343	261	612	65	236	893	208	232	617	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	872	343	261	612	65	236	893	208	232	617	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	872	343	261	612	65	236	893	208	232	617	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	872	343	261	612	65	236	893	208	232	617	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2920	680	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.19	0.15	0.17	0.04	0.14	0.31	0.31	0.14	0.17	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.27	0.27	0.17	0.27	0.27	0.22	0.34	0.34	0.15	0.27	0.27
Volume/Cap:	0.63	0.90	0.71	0.90	0.63	0.13	0.63	0.90	0.90	0.90	0.63	0.34
Delay/Veh:	50.6	53.2	44.3	76.9	39.6	33.2	45.8	46.6	46.6	80.7	39.7	35.5
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:	50.6	53.2	44.3	76.9	39.6	33.2	45.8	46.6	46.6	80.7	39.7	35.5
LOS by Move:	D	D	D	E	D	C	D	D	D	F	D	D
HCM2kAvgQ:	8	20	13	14	11	2	10	24	24	13	11	5

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

EX-AM Tue Nov 14, 2006 19:04:23 Page 18-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 11 May 2005 << 0730-0830												
Base Vol:	25	1002	19	24	890	22	36	26	85	28	6	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1002	19	24	890	22	36	26	85	28	6	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1002	19	24	890	22	36	26	85	28	6	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1002	19	24	890	22	36	26	85	28	6	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	1002	19	24	890	22	36	26	85	28	6	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.82	0.18	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1045	755	1800	1482	318	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.01	0.01	0.25	0.01	0.03	0.03	0.05	0.02	0.02	0.02
Crit Moves:		****							****			
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.02	0.34	0.01	0.02	0.30	0.01	0.25	0.25	0.34	0.14	0.14	0.12
Delay/Veh:	1.6	2.3	1.6	1.6	2.2	1.6	38.9	38.9	39.7	38.0	38.0	37.9
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:	1.6	2.3	1.6	1.6	2.2	1.6	38.9	38.9	39.7	38.0	38.0	37.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	4	0	2	2	3	1	1	1

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

EX-AM Tue Nov 14, 2006 19:04:23 Page 19-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module: >> Count Date: 11 May 2005 << 0730-0830												
Base Vol:	0	796	459	441	576	0	0	0	0	410	0	286
Growth Adj:	1.00	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	796	459	441	576	0	0	0	0	410	0	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	796	459	441	576	0	0	0	0	410	0	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	796	459	441	576	0	0	0	0	410	0	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	796	459	441	576	0	0	0	0	410	0	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.60	0.00	1.40
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	2784	0	2526
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.26	0.26	0.16	0.00	0.00	0.00	0.00	0.15	0.00	0.11
Crit Moves:			****	****						****		
Green/Cycle:	0.00	0.36	0.36	0.37	0.73	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Volume/Cap:	0.00	0.61	0.70	0.70	0.22	0.00	0.00	0.00	0.00	0.70	0.00	0.54
Delay/Veh:	0.0	27.0	30.8	30.5	4.4	0.0	0.0	0.0	0.0	39.0	0.0	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	27.0	30.8	30.5	4.4	0.0	0.0	0.0	0.0	39.0	0.0	35.7
LOS by Move:	A	C	C	C	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	14	14	3	0	0	0	0	9	0	6

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

EX-AM Tue Nov 14, 2006 19:04:23 Page 20-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Apr 2005 << 0730-0830												
Base Vol:	48	386	3	6	386	525	808	24	160	6	56	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	386	3	6	386	525	808	24	160	6	56	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	386	3	6	386	525	808	24	160	6	56	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	386	3	6	386	525	808	24	160	6	56	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	386	3	6	386	525	808	24	160	6	56	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.94	0.06	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	3399	101	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.00	0.00	0.11	0.29	0.24	0.24	0.09	0.00	0.03	0.01
Crit Moves:						****		****			****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.40	0.40	0.40	0.05	0.05	0.05
Volume/Cap:	0.06	0.22	0.00	0.01	0.22	0.60	0.60	0.60	0.22	0.07	0.60	0.22
Delay/Veh:	13.5	14.7	13.1	13.1	14.7	19.5	24.4	24.4	20.0	45.4	56.4	46.7
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:	13.5	14.7	13.1	13.1	14.7	19.5	24.4	24.4	20.0	45.4	56.4	46.7
LOS by Move:	B	B	B	B	B	B	C	C	C	D	E	D
HCM2kAvgQ:	1	4	0	0	4	13	11	11	3	0	3	1

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

EX-AM Tue Nov 14, 2006 19:04:23 Page 21-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 0745-0845												
Base Vol:	207	172	140	247	116	202	70	1090	29	80	1173	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	172	140	247	116	202	70	1090	29	80	1173	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	172	140	247	116	202	70	1090	29	80	1173	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	172	140	247	116	202	70	1090	29	80	1173	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
Final Vol.:	207	172	140	247	116	202	70	1090	29	80	1173	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.10	0.90	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1985	1615	3200	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.08	0.06	0.11	0.04	0.30	0.02	0.05	0.33	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.18	0.18	0.17	0.17	0.17	0.06	0.48	0.48	0.07	0.49	0.49
Volume/Cap:	0.67	0.48	0.48	0.46	0.38	0.67	0.67	0.64	0.03	0.64	0.67	0.09
Delay/Veh:	43.6	37.1	37.1	37.9	37.3	44.6	61.2	20.5	14.0	55.3	20.4	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	37.1	37.1	37.9	37.3	44.6	61.2	20.5	14.0	55.3	20.4	13.7
LOS by Move:	D	D	D	D	D	D	E	C	B	E	C	B
HCM2kAvgQ:	8	5	5	4	4	7	4	14	0	4	15	1

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

EX-AM Tue Nov 14, 2006 19:04:23 Page 22-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 26 Apr 2005 << 0745-0845												
Base Vol:	91	104	23	24	57	55	113	1332	25	34	1252	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	104	23	24	57	55	113	1332	25	34	1252	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	104	23	24	57	55	113	1332	25	34	1252	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	104	23	24	57	55	113	1332	25	34	1252	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	104	23	24	57	55	113	1332	25	34	1252	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.47	0.53	1.00	0.30	0.70	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	840	960	1800	533	1267	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.01	0.05	0.05	0.03	0.07	0.37	0.01	0.02	0.35	0.00
Crit Moves:		****						****				
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.50	0.50	0.06	0.21	0.21	0.14	0.09	0.50	0.02	0.03	0.47	0.00
Delay/Veh:	35.3	35.3	31.1	32.3	32.3	31.8	3.6	5.4	3.4	3.4	5.2	3.3
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:	35.3	35.3	31.1	32.3	32.3	31.8	3.6	5.4	3.4	3.4	5.2	3.3
LOS by Move:	D	D	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	6	6	1	2	2	1	1	9	0	0	8	0

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

EX-AM Tue Nov 14, 2006 19:04:23 Page 23-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 0730-0830												
Base Vol:	116	126	77	37	106	45	47	1194	42	61	1243	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	126	77	37	106	45	47	1194	42	61	1243	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	126	77	37	106	45	47	1194	42	61	1243	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	126	77	37	106	45	47	1194	42	61	1243	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	126	77	37	106	45	47	1194	42	61	1243	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.48	0.52	1.00	0.26	0.74	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	863	937	1800	466	1334	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.08	0.08	0.03	0.03	0.33	0.02	0.04	0.35	0.02
Crit Moves:		****									****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.69	0.69	0.69	0.69	0.69	0.69
Volume/Cap:	0.50	0.50	0.16	0.30	0.30	0.09	0.04	0.48	0.03	0.05	0.50	0.03
Delay/Veh:	31.7	31.7	28.1	29.4	29.4	27.5	4.9	7.3	4.9	5.0	7.5	4.9
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:	31.7	31.7	28.1	29.4	29.4	27.5	4.9	7.3	4.9	5.0	7.5	4.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	7	7	2	4	4	1	1	9	0	1	10	0

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

EX-AM Tue Nov 14, 2006 19:04:23 Page 24-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 19 Apr 2005 << 0730-0830												
Base Vol:	220	390	163	44	350	187	116	1325	122	200	1752	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	390	163	44	350	187	116	1325	122	200	1752	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	390	163	44	350	187	116	1325	122	200	1752	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	390	163	44	350	187	116	1325	122	200	1752	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	390	163	44	350	187	116	1325	122	200	1752	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4945	455	1700	5300	100
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.09	0.03	0.19	0.10	0.07	0.27	0.27	0.12	0.33	0.33
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.38	0.53	0.04	0.25	0.34	0.09	0.36	0.36	0.16	0.43	0.43
Volume/Cap:	0.77	0.58	0.17	0.58	0.77	0.30	0.77	0.74	0.74	0.74	0.77	0.77
Delay/Veh:	51.7	26.1	12.0	57.2	42.4	24.5	65.6	29.5	29.5	50.8	25.9	25.9
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:	51.7	26.1	12.0	57.2	42.4	24.5	65.6	29.5	29.5	50.8	25.9	25.9
LOS by Move:	D	C	B	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	9	10	3	2	12	4	6	15	15	8	18	18

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1760	1500	1583	1583		1500	1583		1744	1500	1583
Flt Permitted		0.98	1.00	0.72	1.00		1.00	0.46		0.80	1.00	0.51
Satd. Flow (perm)		1733	1500	1200	1583		1500	761		1415	1500	843
Volume (vph)	3	54	25	230	134	294	19	93	66	212	190	18
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	54	25	230	134	294	19	93	66	212	190	18
RTOR Reduction (vph)	0	0	18	0	0	0	13	0	0	0	122	0
Lane Group Flow (vph)	0	57	7	230	428	0	6	93	0	278	68	18
Turn Type	Perm		Perm	custom	custom		custom	Perm	Perm		Perm	Perm
Protected Phases		2								6		
Permitted Phases	2		2	2	2		2	6	6		6	6
Actuated Green, G (s)		28.8	28.8	28.8	28.8		28.8	34.5		34.5	34.5	34.5
Effective Green, g (s)		26.8	26.8	26.8	26.8		26.8	32.5		32.5	32.5	32.5
Actuated g/C Ratio		0.30	0.30	0.30	0.30		0.30	0.36		0.36	0.36	0.36
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		514	445	356	469		445	274		509	539	303
v/s Ratio Prot												
v/s Ratio Perm		0.03	0.00	0.19	c0.27		0.00	0.12		c0.20	0.05	0.02
v/c Ratio		0.11	0.02	0.65	0.91		0.01	0.34		0.55	0.13	0.06
Uniform Delay, d1		23.1	22.5	27.7	30.7		22.5	21.1		23.1	19.4	18.9
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.1	0.0	4.0	22.0		0.0	3.3		4.2	0.5	0.4
Delay (s)		23.2	22.5	31.7	52.7		22.5	24.5		27.2	19.9	19.3
Level of Service		C	C	C	D		C	C		C	B	B
Approach Delay (s)		23.0			44.7					24.3		
Approach LOS		C			D					C		

Intersection Summary

HCM Average Control Delay	35.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR	SBR2	SEL2	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.0		6.0		6.0	
Lane Util. Factor	0.95		0.95		1.00	
Frt	0.99		0.85		0.97	
Flt Protected	1.00		1.00		0.96	
Satd. Flow (prot)	1665		1425		1648	
Flt Permitted	1.00		1.00		0.96	
Satd. Flow (perm)	1665		1425		1648	
Volume (vph)	287	14	3	6	150	44
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	287	14	3	6	150	44
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	301	0	1	0	200	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.5		34.5		15.1	
Effective Green, g (s)	32.5		32.5		13.1	
Actuated g/C Ratio	0.36		0.36		0.14	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	599		512		239	
v/s Ratio Prot	0.18				c0.12	
v/s Ratio Perm			0.00			
v/c Ratio	0.50		0.00		0.84	
Uniform Delay, d1	22.6		18.6		37.6	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	3.0		0.0		21.7	
Delay (s)	25.6		18.6		59.3	
Level of Service	C		B		E	
Approach Delay (s)	25.2				59.3	
Approach LOS	C				E	

Intersection Summary

EX-AM Tue Nov 14, 2006 19:04:24 Page 25-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 11 May 2005 << 0730-0830												
Base Vol:	8	664	19	40	595	9	10	8	8	10	5	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	664	19	40	595	9	10	8	8	10	5	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	664	19	40	595	9	10	8	8	10	5	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	664	19	40	595	9	10	8	8	10	5	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	664	19	40	595	9	10	8	8	10	5	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.44	1.00	0.67	0.33	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1000	800	1800	1200	600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.01	0.02	0.33	0.01	0.01	0.01	0.00	0.01	0.01	0.01
Crit Moves:		****						****				
Green/Cycle:	0.93	0.93	0.93	0.93	0.93	0.93	0.03	0.03	0.03	0.03	0.03	0.03
Volume/Cap:	0.01	0.39	0.01	0.03	0.35	0.01	0.39	0.39	0.18	0.33	0.33	0.48
Delay/Veh:	0.2	0.5	0.2	0.2	0.4	0.2	53.5	53.5	49.5	52.1	52.1	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.5	0.2	0.2	0.4	0.2	53.5	53.5	49.5	52.1	52.1	55.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	E
HCM2kAvgQ:	0	3	0	0	2	0	1	1	0	1	1	1

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

EX-AM Tue Nov 14, 2006 19:04:24 Page 26-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 19 May 2005 << 0745-0845												
Base Vol:	72	603	19	35	548	100	93	117	83	58	326	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	603	19	35	548	100	93	117	83	58	326	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	603	19	35	548	100	93	117	83	58	326	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	603	19	35	548	100	93	117	83	58	326	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
Final Vol.:	72	603	19	35	548	100	93	117	83	58	326	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.56	1.00	0.15	0.85	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	797	1003	1800	272	1528	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.01	0.02	0.30	0.06	0.12	0.12	0.05	0.21	0.21	0.05
Crit Moves:		****									****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.07	0.57	0.02	0.04	0.52	0.09	0.31	0.31	0.12	0.57	0.57	0.13
Delay/Veh:	9.0	13.6	8.6	8.7	12.8	9.1	22.5	22.5	20.7	26.1	26.1	20.7
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:	9.0	13.6	8.6	8.7	12.8	9.1	22.5	22.5	20.7	26.1	26.1	20.7
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	12	0	0	11	1	5	5	2	10	10	2

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

EX-AM Tue Nov 14, 2006 19:04:24 Page 27-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 0730-0830												
Base Vol:	75	142	44	52	156	10	45	915	28	31	919	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	142	44	52	156	10	45	915	28	31	919	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	142	44	52	156	10	45	915	28	31	919	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	142	44	52	156	10	45	915	28	31	919	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	142	44	52	156	10	45	915	28	31	919	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.03	0.04	0.01	0.03	0.25	0.02	0.02	0.26	0.04
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.14	0.14	0.10	0.12	0.12	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.36	0.29	0.18	0.29	0.36	0.05	0.04	0.36	0.02	0.03	0.36	0.06
Delay/Veh:	41.5	39.3	38.7	42.3	41.1	39.1	4.6	6.1	4.6	4.6	6.1	4.7
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:	41.5	39.3	38.7	42.3	41.1	39.1	4.6	6.1	4.6	4.6	6.1	4.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	2	1	2	3	0	0	6	0	0	6	1

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

EX-AM Tue Nov 14, 2006 19:04:24 Page 28-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 0715-0815												
Base Vol:	63	404	107	61	235	124	102	1327	38	86	1696	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:	63	404	107	61	235	124	102	1327	38	86	1696	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	404	107	61	235	124	102	1327	38	86	1696	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	404	107	61	235	124	102	1327	38	86	1696	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	404	107	61	235	124	102	1327	38	86	1696	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.88	0.12
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5250	150	1700	5180	220
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.06	0.04	0.13	0.07	0.06	0.25	0.25	0.05	0.33	0.33
Crit Moves:		****					****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.09	0.50	0.50	0.10	0.50	0.50
Volume/Cap:	0.11	0.65	0.17	0.10	0.38	0.20	0.65	0.51	0.51	0.51	0.65	0.65
Delay/Veh:	22.4	30.1	23.0	22.3	25.1	23.2	53.2	17.2	17.2	45.3	18.9	18.9
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:	22.4	30.1	23.0	22.3	25.1	23.2	53.2	17.2	17.2	45.3	18.9	18.9
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	1	12	2	1	6	3	5	10	10	3	15	15

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

EX-AM Tue Nov 14, 2006 19:04:24 Page 29-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 38 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 26 Apr 2005 << 0745-0845												
Base Vol:	86	620	74	24	331	88	180	1365	63	83	1000	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	620	74	24	331	88	180	1365	63	83	1000	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	620	74	24	331	88	180	1365	63	83	1000	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	620	74	24	331	88	180	1365	63	83	1000	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
Final Vol.:	86	620	74	24	331	88	180	1365	63	83	1000	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3441	159	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.04	0.01	0.09	0.05	0.11	0.40	0.40	0.05	0.28	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.19	0.60	0.60	0.07	0.49	0.49
Volume/Cap:	0.19	0.66	0.16	0.05	0.35	0.19	0.57	0.66	0.66	0.66	0.57	0.08
Delay/Veh:	28.9	34.6	28.5	27.7	30.2	28.8	39.3	13.8	13.8	57.0	18.4	13.6
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:	28.9	34.6	28.5	27.7	30.2	28.8	39.3	13.8	13.8	57.0	18.4	13.6
LOS by Move:	C	C	C	C	C	C	D	B	B	E	B	B
HCM2kAvgQ:	2	10	2	1	4	2	6	16	16	4	12	1

****

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

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EX-AM Tue Nov 14, 2006 19:04:24 Page 30-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #29 Calle Mayor/Pacific Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 46 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 0730-0830												
Base Vol:	113	279	145	91	166	90	156	723	22	194	772	195
Growth Adj:	1.00	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	279	145	91	166	90	156	723	22	194	772	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	279	145	91	166	90	156	723	22	194	772	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	279	145	91	166	90	156	723	22	194	772	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	279	145	91	166	90	156	723	22	194	772	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	2874	726
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.08	0.05	0.09	0.05	0.09	0.20	0.01	0.11	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.25	0.25	0.08	0.19	0.34	0.15	0.36	0.36	0.21	0.42	0.42
Volume/Cap:	0.48	0.63	0.33	0.63	0.48	0.15	0.63	0.55	0.03	0.55	0.63	0.63
Delay/Veh:	41.3	36.7	31.4	53.1	37.0	23.3	45.5	25.9	20.5	37.4	23.5	23.5
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:	41.3	36.7	31.4	53.1	37.0	23.3	45.5	25.9	20.5	37.4	23.5	23.5
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	4	9	4	4	5	2	6	10	0	7	13	13

****

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

****

EX-AM Tue Nov 14, 2006 19:04:24 Page 31-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #30 Carlow Rd/Calle Mayor

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 16 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 0730-0830												
Base Vol:	14	0	3	81	0	96	0	810	1	0	467	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	3	81	0	96	0	810	1	0	467	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	3	81	0	96	0	810	1	0	467	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	3	81	0	96	0	810	1	0	467	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	0	3	81	0	96	0	810	1	0	467	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1482	0	318	1800	0	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.05	0.00	0.23	0.00	0.00	0.13	0.02
Crit Moves:				****				****				
Green/Cycle:	0.16	0.00	0.16	0.16	0.00	0.16	0.00	0.80	0.80	0.00	0.80	0.80
Volume/Cap:	0.06	0.00	0.06	0.28	0.00	0.33	0.00	0.28	0.00	0.00	0.16	0.03
Delay/Veh:	35.7	0.0	35.7	37.5	0.0	38.0	0.0	2.6	2.0	0.0	2.3	2.1
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:	35.7	0.0	35.7	37.5	0.0	38.0	0.0	2.6	2.0	0.0	2.3	2.1
LOS by Move:	D	A	D	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	0	3	0	0	2	0

****

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

****

EX-AM Tue Nov 14, 2006 19:04:24 Page 32-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #31 Casimir Ave/Artesia Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 25 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 0730-0830												
Base Vol:	28	67	15	68	41	69	74	873	15	8	1142	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	67	15	68	41	69	74	873	15	8	1142	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	67	15	68	41	69	74	873	15	8	1142	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	67	15	68	41	69	74	873	15	8	1142	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	67	15	68	41	69	74	873	15	8	1142	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.29	0.71	1.00	0.62	0.38	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	531	1269	1800	1123	677	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.06	0.06	0.04	0.04	0.24	0.01	0.00	0.32	0.05
Crit Moves:					****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.10	0.79	0.79	0.02	0.71	0.71
Volume/Cap:	0.39	0.39	0.06	0.45	0.45	0.28	0.45	0.31	0.01	0.31	0.45	0.08
Delay/Veh:	40.5	40.5	37.8	41.1	41.1	39.5	44.5	3.0	2.2	55.3	6.4	4.5
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:	40.5	40.5	37.8	41.1	41.1	39.5	44.5	3.0	2.2	55.3	6.4	4.5
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	3	3	0	4	4	2	3	4	0	1	8	1

****

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

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EX-AM Tue Nov 14, 2006 19:04:25 Page 33-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 20 Apr 2005 << 0745-0845																								
Base Vol:	23		2		33		32		12		19		7	1369		18			10	1239		16		
Growth Adj:	1.00		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		2		33		32		12		19		7	1369		18			10	1239		16		
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	23		2		33		32		12		19		7	1369		18			10	1239		16		
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0		0		
Reduced Vol:	23		2		33		32		12		19		7	1369		18			10	1239		16		
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	23		2		33		32		12		19		7	1369		18			10	1239		16		
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900	1900		1900			1900	1900		1900		
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.92		0.08		1.00		0.73		0.27		1.00		1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	1656		144		1800		1309		491		1800		1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.02		0.02		0.02		0.01		0.00	0.38		0.01			0.01	0.34		0.01		
Crit Moves:									****					****										
Green/Cycle:	0.06		0.06		0.06		0.06		0.06		0.06		0.90	0.90		0.90			0.90	0.90		0.90		
Volume/Cap:	0.24		0.24		0.32		0.42		0.42		0.18		0.00	0.42		0.01			0.01	0.38		0.01		
Delay/Veh:	46.2		46.2		46.9		48.2		48.2		45.7		0.5	0.9		0.5			0.5	0.8		0.5		
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:	46.2		46.2		46.9		48.2		48.2		45.7		0.5	0.9		0.5			0.5	0.8		0.5		
LOS by Move:	D		D		D		D		D		D		A	A		A			A	A		A		
HCM2kAvgQ:	1		1		1		2		2		1		0	4		0			0	3		0		

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

EX-AM Tue Nov 14, 2006 19:04:25 Page 34-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 49 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	1	0	
Volume Module: >> Count Date: 31 Mar 2005 << 0730-0830																								
Base Vol:	157		1021		143		152		877		215		171		602		83		189		784		125	
Growth Adj:	1.00		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		1021		143		152		877		215		171		602		83		189		784		125	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	157		1021		143		152		877		215		171		602		83		189		784		125	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	157		1021		143		152		877		215		171		602		83		189		784		125	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	157		1021		143		152		877		215		171		602		83		189		784		125	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.59		0.41	
Final Sat.:	1700		3600		1800		1700		3600		1800		1700		3600		1800		1700		4657		743	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.28		0.08		0.09		0.24		0.12		0.10		0.17		0.05		0.11		0.17		0.17	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.15		0.41		0.41		0.13		0.39		0.39		0.15		0.24		0.24		0.16		0.25		0.25	
Volume/Cap:	0.63		0.70		0.20		0.70		0.63		0.31		0.67		0.70		0.19		0.70		0.67		0.67	
Delay/Veh:	53.1		31.0		23.1		59.7		30.7		25.8		55.3		44.2		36.6		55.5		42.0		42.0	
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:	53.1		31.0		23.1		59.7		30.7		25.8		55.3		44.2		36.6		55.5		42.0		42.0	
LOS by Move:	D		C		C		E		C		C		E		D		D		E		D		D	
HCM2kAvgQ:	7		17		3		7		14		6		8		12		3		9		12		12	

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

EX-AM Tue Nov 14, 2006 19:04:25 Page 35-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #34 Crenshaw Blvd/166th St-Cherry Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 0715-0815												
Base Vol:	16	1335	78	48	930	42	55	56	24	138	51	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1335	78	48	930	42	55	56	24	138	51	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1335	78	48	930	42	55	56	24	138	51	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1335	78	48	930	42	55	56	24	138	51	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
Final Vol.:	16	1335	78	48	930	42	55	56	24	138	51	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.41	0.41	0.18	0.73	0.27	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	733	747	320	1314	486	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.04	0.03	0.26	0.02	0.08	0.08	0.08	0.11	0.11	0.06
Crit Moves:		****									****	
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.01	0.50	0.06	0.04	0.35	0.03	0.35	0.35	0.35	0.50	0.50	0.29
Delay/Veh:	3.2	5.2	3.3	3.3	4.4	3.3	34.1	34.1	34.1	35.7	35.7	33.6
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:	3.2	5.2	3.3	3.3	4.4	3.3	34.1	34.1	34.1	35.7	35.7	33.6
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	C
HCM2kAvgQ:	0	9	1	0	5	0	4	4	4	6	6	3

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

EX-AM Tue Nov 14, 2006 19:04:25 Page 36-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.0
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0730-0830												
Base Vol:	162	1090	260	176	1140	67	113	856	112	313	929	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1090	260	176	1140	67	113	856	112	313	929	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	1090	260	176	1140	67	113	856	112	313	929	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	1090	260	176	1140	67	113	856	112	313	929	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	162	1090	260	176	1140	67	113	856	112	313	929	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.83	0.17	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5100	300	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.10	0.22	0.22	0.07	0.24	0.06	0.10	0.26	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.38	0.38	0.13	0.36	0.36	0.09	0.30	0.30	0.12	0.34	0.34
Volume/Cap:	0.62	0.79	0.38	0.79	0.62	0.62	0.77	0.79	0.21	0.79	0.77	0.22
Delay/Veh:	52.3	36.3	27.2	68.4	32.5	32.5	75.1	42.8	31.6	61.8	38.7	28.8
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:	52.3	36.3	27.2	68.4	32.5	32.5	75.1	42.8	31.6	61.8	38.7	28.8
LOS by Move:	D	D	C	E	C	C	E	D	C	E	D	C
HCM2kAvgQ:	7	20	7	9	13	13	6	17	3	9	18	4

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

EX-AM Tue Nov 14, 2006 19:04:25 Page 37-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 1	0 1	0
Volume Module: >> Count Date: 7 Apr 2005 << 0730-0830												
Base Vol:	45	943	524	8	1163	198	184	342	176	634	596	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	943	524	8	1163	198	184	342	176	634	596	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	943	524	8	1163	198	184	342	176	634	596	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	943	524	8	1163	198	184	342	176	634	596	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	943	524	8	1163	198	184	342	176	634	596	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.32	0.68	1.32	1.18	0.50
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2377	1223	2268	2132	898
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.29	0.00	0.32	0.11	0.11	0.14	0.14	0.28	0.28	0.28
Crit Moves:					****			****			****	
Green/Cycle:	0.40	0.40	0.75	0.40	0.40	0.40	0.18	0.18	0.18	0.35	0.35	0.35
Volume/Cap:	0.07	0.65	0.39	0.01	0.80	0.27	0.60	0.80	0.80	0.80	0.80	0.80
Delay/Veh:	21.9	29.9	5.3	21.4	34.7	24.2	48.6	54.1	54.1	37.8	37.8	37.8
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:	21.9	29.9	5.3	21.4	34.7	24.2	48.6	54.1	54.1	37.8	37.8	37.8
LOS by Move:	C	C	A	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	1	15	7	0	21	5	8	12	12	19	19	19

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

EX-AM Tue Nov 14, 2006 19:04:25 Page 38-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 0745-0845												
Base Vol:	183	1293	241	103	1839	396	388	1169	109	185	838	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1293	241	103	1839	396	388	1169	109	185	838	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1293	241	103	1839	396	388	1169	109	185	838	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1293	241	103	1839	396	388	1169	109	185	838	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	183	1293	241	103	1839	396	388	1169	109	185	838	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	1700	5400	1800	1700	5400	1800	3200	4939	461	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.13	0.06	0.34	0.22	0.12	0.24	0.24	0.06	0.23	0.02
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.41	0.49	0.10	0.39	0.53	0.14	0.33	0.33	0.08	0.27	0.27
Volume/Cap:	0.88	0.59	0.27	0.59	0.88	0.42	0.88	0.73	0.73	0.73	0.88	0.07
Delay/Veh:	82.8	28.0	18.3	56.4	38.4	17.5	68.1	37.4	37.4	64.1	51.2	33.0
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:	82.8	28.0	18.3	56.4	38.4	17.5	68.1	37.4	37.4	64.1	51.2	33.0
LOS by Move:	F	C	B	E	D	B	E	D	D	E	D	C
HCM2kAvgQ:	10	13	5	5	25	9	11	16	16	6	19	1

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

EX-AM Tue Nov 14, 2006 19:04:25 Page 39-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 1	1	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 0715-0815												
Base Vol:	1	1669	456	83	1682	3	4	0	7	223	0	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1669	456	83	1682	3	4	0	7	223	0	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1669	456	83	1682	3	4	0	7	223	0	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1669	456	83	1682	3	4	0	7	223	0	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	1669	456	83	1682	3	4	0	7	223	0	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.36	0.64	1.00	2.99	0.01	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	4241	1159	1700	5390	10	1700	3600	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.05	0.31	0.31	0.00	0.00	0.00	0.07	0.00	0.04
Crit Moves:		****		****					****	****		
Green/Cycle:	0.00	0.70	0.70	0.09	0.79	0.79	0.01	0.00	0.01	0.12	0.00	0.12
Volume/Cap:	0.40	0.56	0.56	0.56	0.40	0.40	0.34	0.00	0.56	0.56	0.00	0.28
Delay/Veh:	129.6	7.5	7.5	48.6	3.3	3.3	65.8	0.0	96.7	43.0	0.0	40.4
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:	129.6	7.5	7.5	48.6	3.3	3.3	65.8	0.0	96.7	43.0	0.0	40.4
LOS by Move:	F	A	A	D	A	A	E	A	F	D	A	D
HCM2kAvgQ:	0	11	11	4	6	6	1	0	1	5	0	2

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

EX-AM Tue Nov 14, 2006 19:04:25 Page 40-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	0	2021	84	115	1911	0	0	0	0	21	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2021	84	115	1911	0	0	0	0	21	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2021	84	115	1911	0	0	0	0	21	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2021	84	115	1911	0	0	0	0	21	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2021	84	115	1911	0	0	0	0	21	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.88	0.12	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	5185	215	1700	5400	0	0	0	0	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.07	0.35	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****								****		
Green/Cycle:	0.00	0.93	0.93	0.93	0.93	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Volume/Cap:	0.00	0.42	0.42	0.07	0.38	0.00	0.00	0.00	0.00	0.42	0.00	0.32
Delay/Veh:	0.0	0.5	0.5	0.3	0.4	0.0	0.0	0.0	0.0	53.3	0.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	0.3	0.4	0.0	0.0	0.0	0.0	53.3	0.0	51.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	3	0	3	0	0	0	0	1	0	1

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

EX-AM Tue Nov 14, 2006 19:04:26 Page 41-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	175	1869	12	5	1455	484	274	12	109	17	10	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	1869	12	5	1455	484	274	12	109	17	10	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1869	12	5	1455	484	274	12	109	17	10	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1869	12	5	1455	484	274	12	109	17	10	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	175	1869	12	5	1455	484	274	12	109	17	10	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.25	0.75	1.92	0.08	1.00	0.63	0.37	1.00
Final Sat.:	1700	5400	1800	1700	4052	1348	3353	147	1800	1133	667	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.01	0.00	0.36	0.36	0.08	0.08	0.06	0.02	0.02	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.75	0.75	0.01	0.59	0.59	0.13	0.13	0.13	0.02	0.02	0.02
Volume/Cap:	0.61	0.46	0.01	0.46	0.61	0.61	0.61	0.61	0.45	0.61	0.61	0.18
Delay/Veh:	42.2	4.7	3.0	77.2	13.4	13.4	43.1	43.1	41.2	70.1	70.1	49.7
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:	42.2	4.7	3.0	77.2	13.4	13.4	43.1	43.1	41.2	70.1	70.1	49.7
LOS by Move:	D	A	A	E	B	B	D	D	D	E	E	D
HCM2kAvgQ:	6	8	0	1	14	14	5	5	4	2	2	0

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

EX-AM Tue Nov 14, 2006 19:04:26 Page 42-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 0745-0845												
Base Vol:	191	1787	213	112	1266	164	248	917	114	147	1009	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	1787	213	112	1266	164	248	917	114	147	1009	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	1787	213	112	1266	164	248	917	114	147	1009	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	1787	213	112	1266	164	248	917	114	147	1009	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	1787	213	112	1266	164	248	917	114	147	1009	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.12	0.04	0.23	0.09	0.08	0.25	0.06	0.05	0.19	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.46	0.46	0.05	0.41	0.41	0.12	0.36	0.36	0.06	0.30	0.30
Volume/Cap:	0.57	0.71	0.26	0.71	0.57	0.22	0.63	0.71	0.18	0.71	0.63	0.19
Delay/Veh:	53.7	26.8	19.8	70.7	27.8	23.3	53.2	35.3	26.6	66.3	37.2	31.5
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:	53.7	26.8	19.8	70.7	27.8	23.3	53.2	35.3	26.6	66.3	37.2	31.5
LOS by Move:	D	C	B	E	C	C	D	D	C	E	D	C
HCM2kAvgQ:	5	19	5	4	13	4	6	16	3	5	12	3

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

EX-AM Tue Nov 14, 2006 19:04:26 Page 43-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	53	2177	32	23	1502	31	27	14	67	35	45	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	2177	32	23	1502	31	27	14	67	35	45	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	2177	32	23	1502	31	27	14	67	35	45	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	2177	32	23	1502	31	27	14	67	35	45	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
Final Vol.:	53	2177	32	23	1502	31	27	14	67	35	45	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.66	0.34	1.00	0.44	0.56	1.00
Final Sat.:	1700	5322	78	1700	5291	109	1185	615	1800	787	1012	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.41	0.01	0.28	0.28	0.02	0.02	0.04	0.04	0.04	0.02
Crit Moves:		****									****	
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.04	0.47	0.47	0.02	0.33	0.33	0.24	0.24	0.40	0.47	0.47	0.16
Delay/Veh:	0.9	1.6	1.6	0.9	1.3	1.3	42.7	42.7	44.1	45.0	45.0	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.9	1.6	1.6	0.9	1.3	1.3	42.7	42.7	44.1	45.0	45.0	42.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	0	3	3	1	1	2	3	3	1

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

EX-AM Tue Nov 14, 2006 19:04:26 Page 44-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 0800-0900												
Base Vol:	122	1946	102	109	1339	74	137	994	46	96	1136	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1946	102	109	1339	74	137	994	46	96	1136	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1946	102	109	1339	74	137	994	46	96	1136	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1946	102	109	1339	74	137	994	46	96	1136	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	1946	102	109	1339	74	137	994	46	96	1136	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.87	0.13	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5117	283	3200	5161	239	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.06	0.03	0.26	0.26	0.04	0.19	0.19	0.03	0.32	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.45	0.45	0.04	0.43	0.43	0.05	0.38	0.38	0.06	0.39	0.39
Volume/Cap:	0.61	0.81	0.13	0.81	0.61	0.61	0.81	0.50	0.50	0.50	0.81	0.12
Delay/Veh:	60.4	30.8	19.5	85.8	27.2	27.2	80.1	28.4	28.4	56.7	36.0	23.5
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:	60.4	30.8	19.5	85.8	27.2	27.2	80.1	28.4	28.4	56.7	36.0	23.5
LOS by Move:	E	C	B	F	C	C	F	C	C	E	D	C
HCM2kAvgQ:	4	23	2	4	14	14	5	10	10	3	21	2

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

EX-AM Tue Nov 14, 2006 19:04:26 Page 45-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 12 Apr 2005 << 0800-0900												
Base Vol:	0	1995	34	34	1478	0	0	0	0	56	0	28
Growth Adj:	1.00	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	1995	34	34	1478	0	0	0	0	56	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1995	34	34	1478	0	0	0	0	56	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1995	34	34	1478	0	0	0	0	56	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1995	34	34	1478	0	0	0	0	56	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5310	90	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.02	0.27	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.82	0.82	0.04	0.87	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.46	0.46	0.46	0.32	0.00	0.00	0.00	0.00	0.46	0.00	0.22
Delay/Veh:	0.0	2.6	2.6	51.0	1.2	0.0	0.0	0.0	0.0	47.2	0.0	44.6
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:	0.0	2.6	2.6	51.0	1.2	0.0	0.0	0.0	0.0	47.2	0.0	44.6
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	6	6	2	3	0	0	0	0	2	0	1

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

EX-AM Tue Nov 14, 2006 19:04:26 Page 46-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	1 0	1! 0	1	0 0	0 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 0715-0815												
Base Vol:	71	1842	0	0	1464	44	258	0	150	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:	71	1842	0	0	1464	44	258	0	150	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1842	0	0	1464	44	258	0	150	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1842	0	0	1464	44	258	0	150	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
Final Vol.:	71	1842	0	0	1464	44	258	0	150	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.91	0.09	1.64	0.00	1.36	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5242	158	2864	0	2449	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.00	0.00	0.28	0.28	0.09	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.10	0.74	0.00	0.00	0.65	0.65	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.43	0.46	0.00	0.00	0.43	0.43	0.46	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	44.4	5.1	0.0	0.0	8.7	8.7	35.9	0.0	34.5	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:	44.4	5.1	0.0	0.0	8.7	8.7	35.9	0.0	34.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	C	A	A	A
HCM2kAvgQ:	3	8	0	0	8	8	5	0	3	0	0	0

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

EX-AM Tue Nov 14, 2006 19:04:26 Page 47-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #46 Crenshaw Blvd/Park Del Amo-Scroc Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 19 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	41	2049	32	56	1360	163	32	0	14	9	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	2049	32	56	1360	163	32	0	14	9	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	2049	32	56	1360	163	32	0	14	9	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2049	32	56	1360	163	32	0	14	9	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	2049	32	56	1360	163	32	0	14	9	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.41	0.00	0.59
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	0	1800	736	0	1064
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.02	0.03	0.25	0.09	0.02	0.00	0.01	0.01	0.00	0.01
Crit Moves:		****					****					
Green/Cycle:	0.91	0.91	0.91	0.91	0.91	0.91	0.05	0.00	0.05	0.05	0.00	0.05
Volume/Cap:	0.03	0.41	0.02	0.04	0.28	0.10	0.41	0.00	0.17	0.27	0.00	0.27
Delay/Veh:	0.4	0.6	0.4	0.4	0.5	0.4	50.0	0.0	46.9	47.9	0.0	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.6	0.4	0.4	0.5	0.4	50.0	0.0	46.9	47.9	0.0	47.9
LOS by Move:	A	A	A	A	A	A	D	A	D	D	A	D
HCM2kAvgQ:	0	3	0	0	2	1	2	0	1	1	0	1

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

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EX-AM Tue Nov 14, 2006 19:04:26 Page 48-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: 52 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 0700-0800												
Base Vol:	250	1401	411	189	1118	234	381	908	201	692	1292	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1401	411	189	1118	234	381	908	201	692	1292	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1401	411	189	1118	234	381	908	201	692	1292	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1401	411	189	1118	234	381	908	201	692	1292	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	250	1401	411	189	1118	234	381	908	201	692	1292	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	3200	7200	1800	3200	5400	1800	3200	5400	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.23	0.06	0.21	0.13	0.12	0.17	0.11	0.22	0.18	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.32	0.32	0.08	0.29	0.29	0.21	0.23	0.23	0.30	0.32	0.32
Volume/Cap:	0.71	0.61	0.72	0.72	0.71	0.45	0.56	0.72	0.48	0.72	0.56	0.38
Delay/Veh:	58.5	35.2	40.7	63.0	39.7	35.4	43.2	44.4	40.5	40.1	34.0	31.9
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:	58.5	35.2	40.7	63.0	39.7	35.4	43.2	44.4	40.5	40.1	34.0	31.9
LOS by Move:	E	D	D	E	D	D	D	D	D	D	C	C
HCM2kAvgQ:	7	12	15	6	14	8	8	12	7	15	11	7

****

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

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EX-AM Tue Nov 14, 2006 19:04:27 Page 49-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 0745-0845												
Base Vol:	136	1684	18	33	1830	30	57	142	171	98	310	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1684	18	33	1830	30	57	142	171	98	310	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1684	18	33	1830	30	57	142	171	98	310	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1684	18	33	1830	30	57	142	171	98	310	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	1684	18	33	1830	30	57	142	171	98	310	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1700	5343	57	1700	5313	87	1700	1800	1800	1700	1496	304
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.02	0.34	0.34	0.03	0.08	0.10	0.06	0.21	0.21
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.59	0.59	0.04	0.51	0.51	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.67	0.53	0.53	0.53	0.67	0.67	0.11	0.26	0.31	0.19	0.67	0.67
Delay/Veh:	50.7	12.1	12.1	55.7	18.8	18.8	24.8	26.2	26.7	25.6	33.4	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:	50.7	12.1	12.1	55.7	18.8	18.8	24.8	26.2	26.7	25.6	33.4	33.4
LOS by Move:	D	B	B	E	B	B	C	C	C	C	C	C
HCM2kAvgQ:	6	11	11	2	15	15	1	3	4	2	11	11

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

EX-AM Tue Nov 14, 2006 19:04:27 Page 50-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	2 0	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900												
Base Vol:	51	1738	17	22	1628	348	73	0	35	122	84	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1738	17	22	1628	348	73	0	35	122	84	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1738	17	22	1628	348	73	0	35	122	84	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1738	17	22	1628	348	73	0	35	122	84	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	1738	17	22	1628	348	73	0	35	122	84	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	2.00	0.00	1.00	0.59	0.41	1.00
Final Sat.:	1700	5348	52	1700	5400	1800	3200	0	1800	1066	734	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.01	0.30	0.19	0.02	0.00	0.02	0.11	0.11	0.05
Crit Moves:		****					****			****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.05	0.00	0.05	0.23	0.23	0.23
Volume/Cap:	0.05	0.49	0.49	0.02	0.46	0.29	0.49	0.00	0.42	0.49	0.49	0.19
Delay/Veh:	5.9	8.6	8.6	5.8	8.3	7.3	49.1	0.0	49.7	34.2	34.2	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:	5.9	8.6	8.6	5.8	8.3	7.3	49.1	0.0	49.7	34.2	34.2	31.0
LOS by Move:	A	A	A	A	A	A	D	A	D	C	C	C
HCM2kAvgQ:	1	10	10	0	9	5	2	0	2	6	6	2

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

EX-AM Tue Nov 14, 2006 19:04:27 Page 51-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 83 Level Of Service: D

Approach:	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			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0800-0900												
Base Vol:	89	1202	277	194	1197	294	359	632	18	460	1241	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1202	277	194	1197	294	359	632	18	460	1241	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1202	277	194	1197	294	359	632	18	460	1241	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1202	277	194	1197	294	359	632	18	460	1241	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	1202	277	194	1197	294	359	632	18	460	1241	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.15	0.11	0.22	0.16	0.11	0.18	0.01	0.14	0.34	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.26	0.50	0.13	0.32	0.45	0.13	0.30	0.37	0.24	0.41	0.54
Volume/Cap:	0.69	0.85	0.31	0.85	0.69	0.36	0.85	0.59	0.03	0.59	0.85	0.28
Delay/Veh:	69.1	47.2	17.7	75.7	36.8	21.8	66.0	37.0	24.0	41.5	37.3	15.2
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:	69.1	47.2	17.7	75.7	36.8	21.8	66.0	37.0	24.0	41.5	37.3	15.2
LOS by Move:	E	D	B	E	D	C	E	D	C	D	D	B
HCM2kAvgQ:	5	17	6	10	14	7	10	11	0	9	24	6

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

EX-AM Tue Nov 14, 2006 19:04:27 Page 52-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900												
Base Vol:	24	1444	0	0	1266	251	141	0	44	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:	24	1444	0	0	1266	251	141	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1444	0	0	1266	251	141	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1444	0	0	1266	251	141	0	44	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
Final Vol.:	24	1444	0	0	1266	251	141	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.62	0.00	0.38	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5400	1800	2817	0	676	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.00	0.00	0.23	0.14	0.05	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.02	0.35	0.00	0.00	0.30	0.18	0.27	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	2.6	3.6	0.0	0.0	3.4	3.1	34.9	0.0	35.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	3.6	0.0	0.0	3.4	3.1	34.9	0.0	35.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	5	0	0	4	2	3	0	4	0	0	0

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

EX-AM Tue Nov 14, 2006 19:04:27 Page 53-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.8
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900												
Base Vol:	289	1338	21	37	947	215	84	21	140	25	32	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	1338	21	37	947	215	84	21	140	25	32	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	1338	21	37	947	215	84	21	140	25	32	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	1338	21	37	947	215	84	21	140	25	32	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	289	1338	21	37	947	215	84	21	140	25	32	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.95	0.05	1.00	3.00	1.00	1.61	0.39	1.00	1.00	1.00	1.00
Final Sat.:	3200	5317	83	1700	5400	1800	2799	700	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.02	0.18	0.12	0.03	0.03	0.08	0.01	0.02	0.03
Crit Moves:	****				****				****			****
Green/Cycle:	0.23	0.61	0.61	0.05	0.44	0.44	0.19	0.19	0.19	0.07	0.07	0.07
Volume/Cap:	0.40	0.41	0.41	0.41	0.40	0.27	0.15	0.15	0.40	0.20	0.24	0.40
Delay/Veh:	39.9	12.2	12.2	58.1	23.1	21.7	40.3	40.3	43.0	52.4	52.8	54.9
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:	39.9	12.2	12.2	58.1	23.1	21.7	40.3	40.3	43.0	52.4	52.8	54.9
LOS by Move:	D	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	6	9	9	2	8	5	2	2	5	1	1	2

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

EX-AM Tue Nov 14, 2006 19:04:27 Page 54-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1! 0	0	1 0	1 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900												
Base Vol:	25	1518	16	51	958	145	151	30	19	16	23	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1518	16	51	958	145	151	30	19	16	23	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1518	16	51	958	145	151	30	19	16	23	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1518	16	51	958	145	151	30	19	16	23	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	1518	16	51	958	145	151	30	19	16	23	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.61	0.39	1.61	0.24	0.15	1.00	1.00	1.00
Final Sat.:	1700	5344	56	1700	4690	710	2801	424	268	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.03	0.20	0.20	0.05	0.07	0.07	0.01	0.01	0.02
Crit Moves:		****		****				****				****
Green/Cycle:	0.05	0.64	0.64	0.07	0.66	0.66	0.16	0.16	0.16	0.05	0.05	0.05
Volume/Cap:	0.31	0.44	0.44	0.44	0.31	0.31	0.34	0.44	0.44	0.19	0.25	0.44
Delay/Veh:	48.2	9.0	9.0	47.5	7.2	7.2	37.6	38.7	38.7	46.6	47.2	49.6
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:	48.2	9.0	9.0	47.5	7.2	7.2	37.6	38.7	38.7	46.6	47.2	49.6
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	8	8	2	5	5	3	4	4	1	1	2

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

EX-AM Tue Nov 14, 2006 19:04:27 Page 55-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

****

Cycle (sec): 120 Critical Vol./Cap.(X): 1.003
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.0
Optimal Cycle: 120 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900												
Base Vol:	68	1091	640	175	748	100	201	1071	36	544	1427	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1091	640	175	748	100	201	1071	36	544	1427	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1091	640	175	748	100	201	1071	36	544	1427	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1091	640	175	748	100	201	1071	36	544	1427	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	1091	640	175	748	100	201	1071	36	544	1427	398
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	2.00	1.93	0.07	2.00	2.35	0.65
Final Sat.:	1700	5400	1800	1700	4763	637	3200	3483	117	3200	4222	1178
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.36	0.10	0.16	0.16	0.06	0.31	0.31	0.17	0.34	0.34
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.10	0.36	0.36	0.07	0.31	0.31	0.17	0.40	0.40
Volume/Cap:	0.43	0.57	1.00	1.00	0.43	0.43	0.84	1.00	1.00	1.00	0.84	0.84
Delay/Veh:	53.3	31.7	75.1	122.7	28.9	28.9	77.5	69.4	69.4	89.2	35.6	35.6
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:	53.3	31.7	75.1	122.7	28.9	28.9	77.5	69.4	69.4	89.2	35.6	35.6
LOS by Move:	D	C	E	F	C	C	E	E	E	F	D	D
HCM2kAvgQ:	3	12	32	11	8	8	7	28	28	17	24	24

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

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EX-AM Tue Nov 14, 2006 19:04:27 Page 56-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #55 Crenshaw Blvd/Crest Rd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 19 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 18 May 2005 << 0745-0845												
Base Vol:	0	1561	14	56	978	0	0	0	0	96	0	173
Growth Adj:	1.00	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	1561	14	56	978	0	0	0	0	96	0	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1561	14	56	978	0	0	0	0	96	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1561	14	56	978	0	0	0	0	96	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1561	14	56	978	0	0	0	0	96	0	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.97	0.03	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5352	48	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.03	0.18	0.00	0.00	0.00	0.00	0.06	0.00	0.10
Crit Moves:		****										****
Green/Cycle:	0.00	0.72	0.72	0.72	0.72	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Volume/Cap:	0.00	0.40	0.40	0.05	0.25	0.00	0.00	0.00	0.00	0.24	0.00	0.40
Delay/Veh:	0.0	5.5	5.5	4.0	4.8	0.0	0.0	0.0	0.0	31.1	0.0	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	5.5	4.0	4.8	0.0	0.0	0.0	0.0	31.1	0.0	32.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	7	1	4	0	0	0	0	3	0	5

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

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EX-AM Tue Nov 14, 2006 19:04:28 Page 57-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 18 May 2005 << 0745-0845												
Base Vol:	144	1192	77	182	746	142	190	172	82	29	174	216
Growth Adj:	1.00	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	1192	77	182	746	142	190	172	82	29	174	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1192	77	182	746	142	190	172	82	29	174	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1192	77	182	746	142	190	172	82	29	174	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	1192	77	182	746	142	190	172	82	29	174	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.82	0.18	1.00	2.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5072	328	1700	4536	864	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.11	0.16	0.16	0.11	0.10	0.05	0.02	0.10	0.12
Crit Moves:		****		****								****
Green/Cycle:	0.24	0.48	0.48	0.22	0.46	0.46	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.36	0.49	0.49	0.49	0.36	0.36	0.46	0.39	0.19	0.07	0.40	0.49
Delay/Veh:	32.4	18.0	18.0	35.3	17.6	17.6	33.0	32.2	30.1	29.1	32.2	33.3
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:	32.4	18.0	18.0	35.3	17.6	17.6	33.0	32.2	30.1	29.1	32.2	33.3
LOS by Move:	C	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	9	9	6	6	6	6	5	2	1	5	6

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

EX-AM Tue Nov 14, 2006 19:04:28 Page 58-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.220
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 0800-0900												
Base Vol:	20	1	7	11	5	4	0	987	14	20	895	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1	7	11	5	4	0	987	14	20	895	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1	7	11	5	4	0	987	14	20	895	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1	7	11	5	4	0	987	14	20	895	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1	7	11	5	4	0	987	14	20	895	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.18	0.01	0.01	0.17	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.02	0.02	0.04	0.01	0.01	0.00	0.83	0.83	0.03	0.86	0.86
Volume/Cap:	0.22	0.02	0.02	0.17	0.17	0.22	0.35	0.00	0.22	0.01	0.22	0.19	0.01
Delay/Veh:	46.5	47.8	49.7	47.9	54.3	67.3	0.0	1.8	1.4	48.7	1.2	1.0
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:	46.5	47.8	49.7	47.9	54.3	67.3	0.0	1.8	1.4	48.7	1.2	1.0
LOS by Move:	D	D	D	D	D	E	A	A	A	D	A	A
HCM2kAvgQ:	1	0	0	1	0	1	0	2	0	1	2	0

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

EX-AM Tue Nov 14, 2006 19:04:28 Page 59-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 0745-0845												
Base Vol:	57	0	28	4	0	10	5	951	65	90	827	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	0	28	4	0	10	5	951	65	90	827	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	28	4	0	10	5	951	65	90	827	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	28	4	0	10	5	951	65	90	827	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	0	28	4	0	10	5	951	65	90	827	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.01	0.00	0.18	0.04	0.05	0.15	0.00
Crit Moves:	****							****				
Green/Cycle:	0.15	0.00	0.15	0.15	0.00	0.15	0.81	0.81	0.81	0.81	0.81	0.81
Volume/Cap:	0.22	0.00	0.10	0.02	0.00	0.04	0.00	0.22	0.04	0.07	0.19	0.00
Delay/Veh:	37.5	0.0	36.6	35.9	0.0	36.1	1.9	2.3	2.0	2.0	2.2	1.9
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:	37.5	0.0	36.6	35.9	0.0	36.1	1.9	2.3	2.0	2.0	2.2	1.9
LOS by Move:	D	A	D	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	2	0	1	2	0

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

EX-AM Tue Nov 14, 2006 19:04:28 Page 60-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0800-0900												
Base Vol:	0	0	0	27	0	53	123	1563	0	0	1547	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	53	123	1563	0	0	1547	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	53	123	1563	0	0	1547	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	53	123	1563	0	0	1547	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	27	0	53	123	1563	0	0	1547	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.07	0.29	0.00	0.00	0.29	0.05
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.45	0.45	0.00	0.00	0.44	0.49
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.64	0.16	0.64	0.00	0.00	0.64	0.10
Delay/Veh:	0.0	0.0	0.0	46.5	0.0	63.1	16.4	21.9	0.0	0.0	22.2	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.5	0.0	63.1	16.4	21.9	0.0	0.0	22.2	13.7
LOS by Move:	A	A	A	D	A	E	B	C	A	A	C	B
HCM2kAvgQ:	0	0	0	1	0	3	2	14	0	0	13	1

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

EX-AM Tue Nov 14, 2006 19:04:28 Page 61-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[20.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Ignore		
Lanes:	1 1	1 1	0	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 0745-0845												
Base Vol:	4	0	4	13	4	47	173	613	14	17	202	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:	4	0	4	13	4	47	173	613	14	17	202	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	0	4	13	4	47	173	613	14	17	202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	4	0	4	13	4	47	173	613	14	17	202	0
Critical Gap Module:												
Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1096	xxxx	307	889	1209	101	202	xxxx	xxxxx	627	xxxx	xxxxx
Potent Cap.:	170	xxxx	695	241	184	941	1382	xxxx	xxxxx	965	xxxx	xxxxx
Move Cap.:	142	xxxx	695	214	158	941	1382	xxxx	xxxxx	965	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	0.01	0.06	0.03	0.05	0.13	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	0.1	0.2	0.4	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	30.8	xxxx	xxxxx	22.9	28.3	9.0	8.0	xxxx	xxxxx	8.8	xxxx	xxxxx
LOS by Move:	D	*	*	C	D	A	A	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	142	xxxx	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	30.8	xxxx	10.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	20.5			13.1			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

EX-AM Tue Nov 14, 2006 19:04:28 Page 62-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 12 May 2005 << 0745-0845												
Base Vol:	18	10	104	12	9	20	12	1159	13	58	1567	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	10	104	12	9	20	12	1159	13	58	1567	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	10	104	12	9	20	12	1159	13	58	1567	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	10	104	12	9	20	12	1159	13	58	1567	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	10	104	12	9	20	12	1159	13	58	1567	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.64	0.36	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.93	0.07
Final Sat.:	1157	643	1800	1700	1800	1800	1700	5340	60	1700	5272	128
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.06	0.01	0.01	0.01	0.01	0.22	0.22	0.03	0.30	0.30
Crit Moves:			****				****				****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.68	0.68	0.11	0.77	0.77
Volume/Cap:	0.10	0.10	0.39	0.05	0.03	0.07	0.39	0.32	0.32	0.32	0.39	0.39
Delay/Veh:	36.9	36.9	39.3	36.5	36.4	36.6	56.3	6.5	6.5	42.3	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	36.9	39.3	36.5	36.4	36.6	56.3	6.5	6.5	42.3	3.8	3.8
LOS by Move:	D	D	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	1	1	3	0	0	1	1	5	5	2	6	6

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

EX-AM Tue Nov 14, 2006 19:04:28 Page 63-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 0730-0830												
Base Vol:	0	0	0	77	0	66	36	688	0	0	846	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	66	36	688	0	0	846	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	66	36	688	0	0	846	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	66	36	688	0	0	846	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	77	0	66	36	688	0	0	846	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.54	0.00	0.46	0.10	1.90	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	969	0	831	179	3421	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.20	0.20	0.00	0.00	0.24	0.02
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.72	0.72	0.00	0.00	0.72	0.72
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.33	0.28	0.28	0.00	0.00	0.33	0.02
Delay/Veh:	0.0	0.0	0.0	31.6	0.0	31.6	5.1	5.1	0.0	0.0	5.3	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.6	0.0	31.6	5.1	5.1	0.0	0.0	5.3	4.1
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	4	0	0	5	0

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

EX-AM Tue Nov 14, 2006 19:04:28 Page 64-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 0745-0845												
Base Vol:	57	4	46	22	3	33	179	1098	215	217	1178	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	4	46	22	3	33	179	1098	215	217	1178	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	4	46	22	3	33	179	1098	215	217	1178	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	4	46	22	3	33	179	1098	215	217	1178	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
Final Vol.:	57	4	46	22	3	33	179	1098	215	217	1178	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.87	0.13	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3270	229	1800	1700	150	1650	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.02	0.02	0.11	0.31	0.12	0.13	0.33	0.05
Crit Moves:			****		****			****		****		
Green/Cycle:	0.05	0.05	0.05	0.04	0.04	0.04	0.20	0.59	0.59	0.25	0.63	0.63
Volume/Cap:	0.35	0.35	0.52	0.34	0.52	0.52	0.52	0.52	0.20	0.52	0.52	0.09
Delay/Veh:	47.3	47.3	51.8	49.9	54.0	54.0	36.9	12.5	9.8	33.8	10.4	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	47.3	51.8	49.9	54.0	54.0	36.9	12.5	9.8	33.8	10.4	7.3
LOS by Move:	D	D	D	D	D	D	D	B	A	C	B	A
HCM2kAvgQ:	1	1	2	1	2	2	6	11	3	7	11	1

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

EX-AM Tue Nov 14, 2006 19:04:29 Page 65-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	1	0	0 1	0	0	1	1 0	1	0	2	0 0
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830																
Base Vol:	0	0	0		83	14	83		0	1350	147		31	1337	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		83	14	83		0	1350	147		31	1337	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		83	14	83		0	1350	147		31	1337	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		83	14	83		0	1350	147		31	1337	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	
Final Vol.:	0	0	0		83	14	83		0	1350	147		31	1337	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		0.86	0.14	1.00		0.00	1.80	0.20		1.00	2.00	0.00	
Final Sat.:	0	0	0		1540	260	1800		0	3246	354		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.05	0.05		0.00	0.42	0.42		0.02	0.37	0.00	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.11	0.11	0.11		0.00	0.85	0.85		0.85	0.85	0.00	
Volume/Cap:	0.00	0.00	0.00		0.49	0.49	0.42		0.00	0.49	0.49		0.02	0.44	0.00	
Delay/Veh:	0.0	0.0	0.0		43.7	43.7	42.9		0.0	2.1	2.1		1.2	1.9	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:	0.0	0.0	0.0		43.7	43.7	42.9		0.0	2.1	2.1		1.2	1.9	0.0	
LOS by Move:	A	A	A		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		4	4	3		0	7	7		0	5	0	

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

EX-AM Tue Nov 14, 2006 19:04:29 Page 66-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2	0 1
Volume Module: >> Count Date: 24 Mar 2005 << 0730-0830																
Base Vol:	0	0	0		153	0	113		126	836	0		0	455	109	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		153	0	113		126	836	0		0	455	109	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		153	0	113		126	836	0		0	455	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		153	0	113		126	836	0		0	455	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		153	0	113		126	836	0		0	455	109	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1700	0	1800		1700	3600	0		0	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.06		0.07	0.23	0.00		0.00	0.13	0.06	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.27	0.00	0.27		0.69	0.69	0.00		0.00	0.69	0.69	
Volume/Cap:	0.00	0.00	0.00		0.34	0.00	0.23		0.11	0.34	0.00		0.00	0.18	0.09	
Delay/Veh:	0.0	0.0	0.0		29.9	0.0	28.8		5.2	6.3	0.0		0.0	5.5	5.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		29.9	0.0	28.8		5.2	6.3	0.0		0.0	5.5	5.1	
LOS by Move:	A	A	A		C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		4	0	3		1	5	0		0	3	1	

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

EX-AM Tue Nov 14, 2006 19:04:29 Page 67-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0730-0830												
Base Vol:	145	127	176	106	85	52	40	1076	40	104	924	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	127	176	106	85	52	40	1076	40	104	924	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	127	176	106	85	52	40	1076	40	104	924	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	127	176	106	85	52	40	1076	40	104	924	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	145	127	176	106	85	52	40	1076	40	104	924	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.53	0.47	1.00	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	960	840	1800	999	801	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.11	0.11	0.03	0.02	0.30	0.02	0.06	0.26	0.04
Crit Moves:		****						****				
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.47	0.47	0.30	0.33	0.33	0.09	0.04	0.47	0.03	0.10	0.40	0.06
Delay/Veh:	27.6	27.6	25.7	26.0	26.0	23.7	6.7	9.5	6.7	7.0	8.9	6.9
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:	27.6	27.6	25.7	26.0	26.0	23.7	6.7	9.5	6.7	7.0	8.9	6.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	7	7	4	5	5	1	0	9	0	1	7	1

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

EX-AM Tue Nov 14, 2006 19:04:29 Page 68-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.9
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 0745-0845												
Base Vol:	39	0	24	0	0	0	0	1171	48	2	1316	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:	39	0	24	0	0	0	0	1171	48	2	1316	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	24	0	0	0	0	1171	48	2	1316	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	24	0	0	0	0	1171	48	2	1316	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
Final Vol.:	39	0	24	0	0	0	0	1171	48	2	1316	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.33	0.03	0.00	0.37	0.00
Crit Moves:	****										****	
Green/Cycle:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.90	0.90	0.90	0.90	0.00
Volume/Cap:	0.40	0.00	0.24	0.00	0.00	0.00	0.00	0.36	0.03	0.00	0.40	0.00
Delay/Veh:	48.3	0.0	46.3	0.0	0.0	0.0	0.0	0.8	0.5	0.5	0.8	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:	48.3	0.0	46.3	0.0	0.0	0.0	0.0	0.8	0.5	0.5	0.8	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	3	0	0	4	0

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

EX-AM Tue Nov 14, 2006 19:04:29 Page 69-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.1
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 0800-0900												
Base Vol:	24	0	0	1	0	2	4	1287	61	143	1485	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	0	0	1	0	2	4	1287	61	143	1485	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	0	1	0	2	4	1287	61	143	1485	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	0	1	0	2	4	1287	61	143	1485	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	0	0	1	0	2	4	1287	61	143	1485	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	0.00	1.00	0.33	0.00	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3500	0	1800	600	0	1200	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.03	0.08	0.41	0.01
Crit Moves:	****			****							****	
Green/Cycle:	0.02	0.00	0.00	0.00	0.00	0.00	0.92	0.92	0.92	0.92	0.92	0.92
Volume/Cap:	0.45	0.00	0.00	0.45	0.00	0.45	0.00	0.39	0.04	0.09	0.45	0.01
Delay/Veh:	54.7	0.0	0.0	90.9	0.0	90.9	0.3	0.6	0.3	0.4	0.6	0.3
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:	54.7	0.0	0.0	90.9	0.0	90.9	0.3	0.6	0.3	0.4	0.6	0.3
LOS by Move:	D	A	A	F	A	F	A	A	A	A	A	A
HCM2kAvgQ:	1	0	0	1	0	1	0	3	0	0	4	0

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

EX-AM Tue Nov 14, 2006 19:04:29 Page 70-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 0745-0845												
Base Vol:	9	33	33	7	11	4	25	1559	77	125	1177	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	33	33	7	11	4	25	1559	77	125	1177	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	33	33	7	11	4	25	1559	77	125	1177	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	33	33	7	11	4	25	1559	77	125	1177	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	33	33	7	11	4	25	1559	77	125	1177	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	2.86	0.14	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1320	480	1700	5146	254	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.01	0.01	0.01	0.30	0.30	0.07	0.33	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.72	0.72	0.18	0.86	0.86
Volume/Cap:	0.12	0.42	0.42	0.09	0.19	0.19	0.38	0.42	0.42	0.42	0.38	0.02
Delay/Veh:	46.7	50.2	50.2	46.5	47.3	47.3	50.6	5.6	5.6	37.7	1.6	1.0
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:	46.7	50.2	50.2	46.5	47.3	47.3	50.6	5.6	5.6	37.7	1.6	1.0
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	0	2	2	0	1	1	1	7	7	4	4	0

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

EX-AM Tue Nov 14, 2006 19:04:29 Page 71-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 0730-0830												
Base Vol:	25	2069	463	68	1538	94	117	352	4	407	243	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	2069	463	68	1538	94	117	352	4	407	243	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	25	2069	463	68	1538	94	117	352	4	407	243	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	2069	463	68	1538	94	117	352	4	407	243	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	25	2069	463	68	1538	94	117	352	4	407	243	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.77	0.23	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	5400	1800	3200	6785	415	1700	3560	40	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.26	0.02	0.23	0.23	0.07	0.10	0.10	0.24	0.07	0.00
Crit Moves:		****		****					****	****		
Green/Cycle:	0.03	0.48	0.48	0.03	0.48	0.48	0.12	0.12	0.12	0.30	0.30	0.00
Volume/Cap:	0.47	0.80	0.53	0.80	0.47	0.47	0.55	0.80	0.80	0.80	0.22	0.00
Delay/Veh:	63.8	27.9	22.4	96.9	21.3	21.3	50.2	58.4	58.4	47.0	31.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	27.9	22.4	96.9	21.3	21.3	50.2	58.4	58.4	47.0	31.6	0.0
LOS by Move:	E	C	C	F	C	C	D	E	E	D	C	A
HCM2kAvgQ:	2	24	12	3	11	11	5	9	9	17	3	0

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 72-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	3 1	0	0 0	3 0	1	2 0	1 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830												
Base Vol:	140	2284	280	82	1700	10	0	1064	190	304	635	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:	140	2284	280	82	1700	10	0	1064	190	304	635	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	2284	280	82	1700	10	0	1064	190	304	635	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2284	280	82	1700	10	0	1064	190	304	635	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	2284	280	82	1700	10	0	1064	190	304	635	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.56	0.44	2.00	3.98	0.02	0.00	3.00	1.00	2.00	1.85	0.15
Final Sat.:	3200	6414	786	3200	7158	42	0	5400	1800	3200	3323	277
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.03	0.24	0.24	0.00	0.20	0.11	0.10	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.48	0.48	0.03	0.44	0.44	0.00	0.27	0.27	0.13	0.40	0.40
Volume/Cap:	0.54	0.74	0.74	0.74	0.54	0.54	0.00	0.74	0.39	0.74	0.48	0.48
Delay/Veh:	55.3	25.6	25.6	79.6	25.0	25.0	0.0	42.0	36.5	57.0	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	25.6	25.6	79.6	25.0	25.0	0.0	42.0	36.5	57.0	27.2	27.2
LOS by Move:	E	C	C	E	C	C	A	D	D	E	C	C
HCM2kAvgQ:	4	21	21	3	12	12	0	14	6	8	10	10

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 73-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	1 0	4 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830												
Base Vol:	11	2845	11	21	2224	31	19	7	4	29	19	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2845	11	21	2224	31	19	7	4	29	19	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2845	11	21	2224	31	19	7	4	29	19	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2845	11	21	2224	31	19	7	4	29	19	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	2845	11	21	2224	31	19	7	4	29	19	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.98	0.02	1.00	4.00	1.00	1.48	0.52	1.00	0.60	0.40	1.00
Final Sat.:	3200	7172	28	1700	7200	1800	2557	942	1800	1087	712	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.01	0.31	0.02	0.01	0.01	0.00	0.03	0.03	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.81	0.81	0.03	0.82	0.82	0.02	0.02	0.02	0.05	0.05	0.05
Volume/Cap:	0.38	0.49	0.49	0.49	0.38	0.02	0.49	0.49	0.15	0.49	0.49	0.30
Delay/Veh:	57.2	3.2	3.2	56.8	2.3	1.6	55.9	55.9	51.1	49.8	49.8	47.2
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:	57.2	3.2	3.2	56.8	2.3	1.6	55.9	55.9	51.1	49.8	49.8	47.2
LOS by Move:	E	A	A	E	A	A	E	E	D	D	D	D
HCM2kAvgQ:	1	8	8	1	5	0	1	1	0	2	2	1

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 74-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 0745-0845												
Base Vol:	112	2502	38	51	1901	47	73	218	57	116	326	62
Growth Adj:	1.00	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	2502	38	51	1901	47	73	218	57	116	326	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2502	38	51	1901	47	73	218	57	116	326	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2502	38	51	1901	47	73	218	57	116	326	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	2502	38	51	1901	47	73	218	57	116	326	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.94	0.06	1.00	3.90	0.10	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1700	7092	108	1700	7026	174	1700	3600	1800	1700	3025	575
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.03	0.27	0.27	0.04	0.06	0.03	0.07	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.14	0.67	0.67	0.06	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.46	0.53	0.53	0.53	0.46	0.46	0.21	0.30	0.15	0.33	0.53	0.53
Delay/Veh:	48.6	10.1	10.1	60.2	14.2	14.2	39.9	40.6	39.4	41.3	43.2	43.2
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:	48.6	10.1	10.1	60.2	14.2	14.2	39.9	40.6	39.4	41.3	43.2	43.2
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	12	12	3	11	11	3	4	2	4	7	7

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 75-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830												
Base Vol:	40	2682	50	37	2195	5	10	14	45	76	6	50
Growth Adj:	1.00	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	2682	50	37	2195	5	10	14	45	76	6	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	2682	50	37	2195	5	10	14	45	76	6	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	2682	50	37	2195	5	10	14	45	76	6	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	2682	50	37	2195	5	10	14	45	76	6	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.93	0.07	1.00	3.99	0.01	0.42	0.58	1.00	0.93	0.07	1.00
Final Sat.:	1700	7068	132	1700	7184	16	750	1050	1800	1668	132	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.02	0.31	0.31	0.01	0.01	0.03	0.05	0.05	0.03
Crit Moves:		****		****							****	
Green/Cycle:	0.06	0.78	0.78	0.04	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.40	0.49	0.49	0.49	0.40	0.40	0.14	0.14	0.27	0.49	0.49	0.30
Delay/Veh:	47.9	3.9	3.9	51.4	4.0	4.0	42.0	42.0	43.0	45.2	45.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	3.9	3.9	51.4	4.0	4.0	42.0	42.0	43.0	45.2	45.2	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	2	6	6	1	1	2	3	3	2

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 76-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Apr 2005 << 0730-0830												
Base Vol:	204	2392	334	123	1824	161	200	990	358	254	549	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	2392	334	123	1824	161	200	990	358	254	549	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2392	334	123	1824	161	200	990	358	254	549	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2392	334	123	1824	161	200	990	358	254	549	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	204	2392	334	123	1824	161	200	990	358	254	549	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.19	0.04	0.25	0.09	0.06	0.28	0.20	0.08	0.15	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.43	0.53	0.05	0.38	0.38	0.13	0.35	0.35	0.10	0.32	0.32
Volume/Cap:	0.66	0.78	0.35	0.78	0.66	0.23	0.47	0.78	0.56	0.78	0.47	0.23
Delay/Veh:	57.8	30.7	16.5	77.5	31.4	25.4	49.0	37.6	32.4	63.7	32.7	29.8
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:	57.8	30.7	16.5	77.5	31.4	25.4	49.0	37.6	32.4	63.7	32.7	29.8
LOS by Move:	E	C	B	E	C	C	D	D	C	E	C	C
HCM2kAvgQ:	6	21	7	4	15	4	5	19	11	7	9	4

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 77-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	2 0	3 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0730-0830												
Base Vol:	10	2538	17	138	2121	26	36	1	35	4	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2538	17	138	2121	26	36	1	35	4	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	2538	17	138	2121	26	36	1	35	4	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	2538	17	138	2121	26	36	1	35	4	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	2538	17	138	2121	26	36	1	35	4	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.95	0.05	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1700	7200	1800	3200	7113	87	1751	49	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.01	0.04	0.30	0.30	0.02	0.02	0.02	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green/Cycle:	0.02	0.80	0.80	0.10	0.88	0.88	0.05	0.05	0.05	0.05	0.00	0.05
Volume/Cap:	0.34	0.44	0.01	0.44	0.34	0.34	0.44	0.44	0.42	0.05	0.00	0.18
Delay/Veh:	55.4	3.3	2.1	43.6	1.1	1.1	50.1	50.1	49.7	45.8	0.0	46.9
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:	55.4	3.3	2.1	43.6	1.1	1.1	50.1	50.1	49.7	45.8	0.0	46.9
LOS by Move:	E	A	A	D	A	A	D	D	D	D	A	D
HCM2kAvgQ:	1	7	0	3	3	3	2	2	2	0	0	1

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 78-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	2 0	3 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: >> Count Date: 24 Mar 2005 << 0745-0845												
Base Vol:	20	2304	16	34	2151	35	73	8	71	8	4	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2304	16	34	2151	35	73	8	71	8	4	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2304	16	34	2151	35	73	8	71	8	4	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2304	16	34	2151	35	73	8	71	8	4	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	2304	16	34	2151	35	73	8	71	8	4	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.94	0.06	0.90	0.10	1.00	0.89	0.44	0.67
Final Sat.:	1700	7200	1800	3200	7085	115	1622	178	1800	1600	800	1200
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.01	0.01	0.30	0.30	0.05	0.05	0.04	0.01	0.01	0.01
Crit Moves:		****		****				****				
Green/Cycle:	0.03	0.78	0.78	0.03	0.78	0.78	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.39	0.41	0.01	0.41	0.39	0.39	0.41	0.41	0.36	0.05	0.05	0.05
Delay/Veh:	52.4	3.5	2.4	51.2	3.5	3.5	42.8	42.8	42.3	39.8	39.8	39.8
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:	52.4	3.5	2.4	51.2	3.5	3.5	42.8	42.8	42.3	39.8	39.8	39.8
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	6	0	1	6	6	3	3	2	0	0	0

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

EX-AM Tue Nov 14, 2006 19:04:30 Page 79-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 29 Mar 2005 << 0730-0830												
Base Vol:	133	2001	165	208	1686	224	379	795	71	126	426	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2001	165	208	1686	224	379	795	71	126	426	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2001	165	208	1686	224	379	795	71	126	426	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2001	165	208	1686	224	379	795	71	126	426	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	2001	165	208	1686	224	379	795	71	126	426	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.70	0.30	2.00	3.53	0.47	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6652	548	3200	6356	844	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.07	0.27	0.27	0.12	0.22	0.04	0.04	0.12	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.45	0.45	0.10	0.42	0.42	0.19	0.33	0.33	0.06	0.19	0.29
Volume/Cap:	0.63	0.67	0.67	0.67	0.63	0.63	0.61	0.67	0.12	0.67	0.61	0.10
Delay/Veh:	55.9	26.7	26.7	58.0	27.8	27.8	46.0	36.2	28.2	64.4	45.8	31.1
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:	55.9	26.7	26.7	58.0	27.8	27.8	46.0	36.2	28.2	64.4	45.8	31.1
LOS by Move:	E	C	C	E	C	C	D	D	C	E	D	C
HCM2kAvgQ:	6	17	17	6	15	15	8	14	2	4	8	1

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 80-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: >> Count Date: 24 Mar 2005 << 0730-0830												
Base Vol:	98	2169	33	42	1765	93	65	117	69	40	154	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	2169	33	42	1765	93	65	117	69	40	154	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	2169	33	42	1765	93	65	117	69	40	154	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	2169	33	42	1765	93	65	117	69	40	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
Final Vol.:	98	2169	33	42	1765	93	65	117	69	40	154	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.94	0.06	1.00	3.80	0.20	1.00	0.63	0.37	1.00	0.67	0.33
Final Sat.:	1700	7092	108	1700	6840	360	1700	1132	668	1700	1210	590
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.02	0.26	0.26	0.04	0.10	0.10	0.02	0.13	0.13
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.61	0.61	0.05	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.48	0.50	0.50	0.50	0.48	0.48	0.15	0.40	0.40	0.09	0.50	0.50
Delay/Veh:	42.7	10.8	10.8	50.9	14.2	14.2	29.0	31.5	31.5	28.5	32.6	32.6
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:	42.7	10.8	10.8	50.9	14.2	14.2	29.0	31.5	31.5	28.5	32.6	32.6
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	2	9	9	2	5	5	1	7	7

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 81-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 23 Mar 2005 << 0730-0830												
Base Vol:	80	2226	77	55	1803	69	74	140	63	73	181	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	2226	77	55	1803	69	74	140	63	73	181	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	2226	77	55	1803	69	74	140	63	73	181	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2226	77	55	1803	69	74	140	63	73	181	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
Final Vol.:	80	2226	77	55	1803	69	74	140	63	73	181	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.87	0.13	1.00	3.85	0.15	1.00	0.69	0.31	1.00	0.65	0.35
Final Sat.:	1700	6959	241	1700	6935	265	1700	1241	559	1700	1164	636
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.03	0.26	0.26	0.04	0.11	0.11	0.04	0.16	0.16
Crit Moves:		****		****							****	
Green/Cycle:	0.10	0.58	0.58	0.06	0.54	0.54	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.48	0.55	0.55	0.55	0.48	0.48	0.15	0.40	0.40	0.15	0.55	0.55
Delay/Veh:	44.9	13.2	13.2	52.3	14.4	14.4	27.1	29.6	29.6	27.1	31.9	31.9
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:	44.9	13.2	13.2	52.3	14.4	14.4	27.1	29.6	29.6	27.1	31.9	31.9
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	12	12	3	9	9	2	5	5	2	8	8

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 82-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 51 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 24 Mar 2005 << 0800-0900												
Base Vol:	324	1709	205	291	1670	181	320	864	166	230	813	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	1709	205	291	1670	181	320	864	166	230	813	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	324	1709	205	291	1670	181	320	864	166	230	813	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1709	205	291	1670	181	320	864	166	230	813	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	324	1709	205	291	1670	181	320	864	166	230	813	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.63	0.37
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5400	1800	3200	4726	674
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.11	0.09	0.23	0.10	0.10	0.16	0.09	0.07	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.36	0.36	0.14	0.35	0.35	0.15	0.28	0.28	0.13	0.26	0.26
Volume/Cap:	0.66	0.65	0.31	0.65	0.66	0.29	0.66	0.56	0.32	0.56	0.66	0.66
Delay/Veh:	51.2	32.3	27.6	52.2	33.5	28.3	51.4	37.1	34.2	51.0	40.8	40.8
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:	51.2	32.3	27.6	52.2	33.5	28.3	51.4	37.1	34.2	51.0	40.8	40.8
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	8	14	6	7	14	5	8	10	5	5	12	12

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 83-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	0 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0800-0900												
Base Vol:	91	2235	91	78	1921	58	21	13	60	49	22	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	2235	91	78	1921	58	21	13	60	49	22	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	2235	91	78	1921	58	21	13	60	49	22	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	2235	91	78	1921	58	21	13	60	49	22	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	2235	91	78	1921	58	21	13	60	49	22	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.62	0.38	1.00	1.40	0.60	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	1112	688	1800	2415	1084	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.05	0.02	0.27	0.03	0.02	0.02	0.03	0.02	0.02	0.02
Crit Moves:		****		****			****			****		
Green/Cycle:	0.08	0.75	0.75	0.06	0.73	0.73	0.05	0.05	0.12	0.05	0.05	0.11
Volume/Cap:	0.37	0.42	0.07	0.42	0.37	0.04	0.42	0.42	0.27	0.42	0.42	0.16
Delay/Veh:	44.7	4.7	3.4	46.9	5.1	3.8	49.8	49.8	40.4	47.8	47.8	40.9
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:	44.7	4.7	3.4	46.9	5.1	3.8	49.8	49.8	40.4	47.8	47.8	40.9
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	7	1	2	6	1	2	2	2	2	2	1

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 84-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 0745-0845												
Base Vol:	63	2282	32	34	1951	65	45	18	22	21	13	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	2282	32	34	1951	65	45	18	22	21	13	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2282	32	34	1951	65	45	18	22	21	13	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2282	32	34	1951	65	45	18	22	21	13	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	2282	32	34	1951	65	45	18	22	21	13	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.94	0.06	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	7100	100	3200	7200	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.01	0.27	0.04	0.03	0.01	0.01	0.01	0.01	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.10	0.82	0.82	0.03	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.36	0.39	0.39	0.39	0.36	0.05	0.39	0.15	0.18	0.18	0.11	0.34
Delay/Veh:	43.1	2.3	2.3	50.7	4.3	3.3	46.8	44.1	44.4	44.7	43.8	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	2.3	2.3	50.7	4.3	3.3	46.8	44.1	44.4	44.7	43.8	45.7
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	5	5	1	5	1	2	1	1	1	0	2

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 85-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 0730-0830												
Base Vol:	79	1913	124	201	1459	64	101	594	48	164	398	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1913	124	201	1459	64	101	594	48	164	398	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1913	124	201	1459	64	101	594	48	164	398	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1913	124	201	1459	64	101	594	48	164	398	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	1913	124	201	1459	64	101	594	48	164	398	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.83	0.17	1.00	1.85	0.15	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	3200	6897	303	1700	3331	269	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.07	0.06	0.21	0.21	0.06	0.18	0.18	0.05	0.07	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.44	0.44	0.11	0.45	0.45	0.14	0.30	0.30	0.09	0.24	0.24
Volume/Cap:	0.47	0.60	0.16	0.60	0.47	0.47	0.42	0.60	0.60	0.60	0.30	0.42
Delay/Veh:	53.2	25.5	20.0	54.2	23.1	23.1	48.4	36.9	36.9	56.5	37.2	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	25.5	20.0	54.2	23.1	23.1	48.4	36.9	36.9	56.5	37.2	38.9
LOS by Move:	D	C	B	D	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	14	3	5	10	10	4	11	11	4	4	6

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 86-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	1 0	0 1	0	0 1	0 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 0800-0900												
Base Vol:	28	2140	14	37	1736	30	30	6	7	19	6	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2140	14	37	1736	30	30	6	7	19	6	7
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2140	0	37	1736	30	30	6	7	19	6	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2140	0	37	1736	30	30	6	7	19	6	7
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	2140	0	37	1736	30	30	6	7	19	6	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.46	0.54	1.00	0.46	0.54
Final Sat.:	3200	7200	1800	3200	7200	1800	1700	831	969	1800	831	969
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.00	0.01	0.24	0.02	0.02	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****					
Green/Cycle:	0.03	0.84	0.00	0.03	0.84	0.84	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.29	0.35	0.00	0.35	0.29	0.02	0.35	0.15	0.15	0.21	0.15	0.15
Delay/Veh:	49.0	1.9	0.0	49.4	1.7	1.3	48.5	46.2	46.2	46.3	45.8	45.8
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:	49.0	1.9	0.0	49.4	1.7	1.3	48.5	46.2	46.2	46.3	45.8	45.8
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	0	1	3	0	1	1	1	1	1	1

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

EX-AM Tue Nov 14, 2006 19:04:31 Page 87-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 0800-0900												
Base Vol:	92	1630	349	206	1526	119	382	1304	93	492	750	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	1630	349	206	1526	119	382	1304	93	492	750	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1630	349	206	1526	119	382	1304	93	492	750	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1630	349	206	1526	119	382	1304	93	492	750	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	1630	349	206	1526	119	382	1304	93	492	750	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.80	0.20	2.00	2.22	0.78
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5041	359	3200	4002	1398
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.19	0.06	0.21	0.07	0.12	0.26	0.26	0.15	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.30	0.30	0.08	0.33	0.33	0.21	0.34	0.34	0.20	0.33	0.33
Volume/Cap:	0.64	0.77	0.66	0.77	0.64	0.20	0.57	0.77	0.77	0.77	0.57	0.57
Delay/Veh:	65.3	40.3	40.0	66.3	34.4	28.7	43.8	37.6	37.6	50.9	33.7	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:	65.3	40.3	40.0	66.3	34.4	28.7	43.8	37.6	37.6	50.9	33.7	33.7
LOS by Move:	E	D	D	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	3	16	13	6	13	3	8	18	18	12	11	11

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 88-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 0745-0845												
Base Vol:	47	2250	99	81	1996	49	64	112	27	94	119	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	2250	99	81	1996	49	64	112	27	94	119	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	2250	99	81	1996	49	64	112	27	94	119	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2250	99	81	1996	49	64	112	27	94	119	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	2250	99	81	1996	49	64	112	27	94	119	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.83	0.17	1.00	3.90	0.10	0.36	0.64	1.00	0.44	0.56	1.00
Final Sat.:	1700	6897	303	1700	7027	173	655	1145	1800	794	1006	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.05	0.28	0.28	0.10	0.10	0.02	0.12	0.12	0.05
Crit Moves:		****		****							****	
Green/Cycle:	0.06	0.61	0.61	0.09	0.64	0.64	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.45	0.54	0.54	0.54	0.45	0.45	0.44	0.44	0.07	0.54	0.54	0.20
Delay/Veh:	48.2	11.4	11.4	47.3	9.3	9.3	34.4	34.4	30.9	35.8	35.8	32.0
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:	48.2	11.4	11.4	47.3	9.3	9.3	34.4	34.4	30.9	35.8	35.8	32.0
LOS by Move:	D	B	B	D	A	A	C	C	C	D	D	C
HCM2kAvgQ:	2	11	11	3	8	8	5	5	1	7	7	2

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 89-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	1	0	2	0	3	0	1	1	0	2	0	1	1 0 2 0 1
Volume Module: >> Count Date: 11 May 2005 << 0745-0845																
Base Vol:	110	1914	97		629	1356	94		138	752	93		119	517	395	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1914	97		629	1356	94		138	752	93		119	517	395	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	1914	97		629	1356	94		138	752	93		119	517	395	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1914	97		629	1356	94		138	752	93		119	517	395	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	110	1914	97		629	1356	94		138	752	93		119	517	395	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.81	0.19		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	6853	347		3200	5400	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.28	0.28		0.20	0.25	0.05		0.08	0.21	0.05		0.07	0.14	0.22	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.12	0.34	0.34		0.24	0.45	0.45		0.10	0.27	0.27		0.09	0.26	0.26	
Volume/Cap:	0.55	0.83	0.83		0.83	0.55	0.11		0.83	0.77	0.19		0.77	0.54	0.83	
Delay/Veh:	53.3	39.3	39.3		51.4	24.1	18.9		81.7	44.2	33.8		74.3	38.6	53.5	
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:	53.3	39.3	39.3		51.4	24.1	18.9		81.7	44.2	33.8		74.3	38.6	53.5	
LOS by Move:	D	D	D		D	C	B		F	D	C		E	D	D	
HCM2kAvgQ:	5	20	20		15	13	2		8	15	3		7	9	17	

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 90-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	1	0	1	0	3	0	1	1	0	0	1	0	1 0 0 1 1
Volume Module: >> Count Date: 19 May 2005 << 0800-0900																
Base Vol:	9	1876	164		234	1149	21		20	8	2		102	9	306	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	1876	164		234	1149	21		20	8	2		102	9	306	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	9	1876	164		234	1149	21		20	8	2		102	9	306	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	1876	164		234	1149	21		20	8	2		102	9	306	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	9	1876	164		234	1149	21		20	8	2		102	9	306	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.68	0.32		1.00	3.00	1.00		1.00	0.80	0.20		1.00	0.06	1.94	
Final Sat.:	1700	6621	579		1700	5400	1800		1700	1440	360		1700	103	3497	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28		0.14	0.21	0.01		0.01	0.01	0.01		0.06	0.09	0.09	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.02	0.50	0.50		0.24	0.72	0.72		0.02	0.02	0.02		0.15	0.15	0.40	
Volume/Cap:	0.29	0.57	0.57		0.57	0.29	0.02		0.57	0.27	0.27		0.39	0.57	0.22	
Delay/Veh:	63.5	21.2	21.2		41.8	5.9	4.6		78.2	61.7	61.7		46.6	48.4	24.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.5	21.2	21.2		41.8	5.9	4.6		78.2	61.7	61.7		46.6	48.4	24.0	
LOS by Move:	E	C	C		D	A	A		E	E	E		D	D	C	
HCM2kAvgQ:	1	14	14		9	5	0		2	1	1		4	6	4	

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 91-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.3
Optimal Cycle: 90 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 28 Apr 2005 << 0800-0900												
Base Vol:	282	1461	44	199	685	210	331	901	235	181	886	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	1461	44	199	685	210	331	901	235	181	886	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	1461	44	199	685	210	331	901	235	181	886	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1461	44	199	685	210	331	901	235	181	886	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	282	1461	44	199	685	210	331	901	235	181	886	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.91	0.09	2.00	3.00	1.00	1.00	2.38	0.62	1.00	2.34	0.66
Final Sat.:	3200	5242	158	3200	5400	1800	1700	4283	1117	1700	4219	1181
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.06	0.13	0.12	0.19	0.21	0.21	0.11	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.34	0.34	0.08	0.24	0.24	0.24	0.32	0.32	0.16	0.25	0.25
Volume/Cap:	0.52	0.83	0.83	0.83	0.52	0.48	0.83	0.65	0.65	0.65	0.83	0.83
Delay/Veh:	46.4	40.0	40.0	75.4	39.8	39.8	57.0	35.6	35.6	52.2	46.7	46.7
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:	46.4	40.0	40.0	75.4	39.8	39.8	57.0	35.6	35.6	52.2	46.7	46.7
LOS by Move:	D	D	D	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	6	20	20	6	8	7	15	13	13	8	16	16

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 92-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.9
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 0800-0900												
Base Vol:	8	1904	13	15	1227	12	16	11	17	14	15	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1904	13	15	1227	12	16	11	17	14	15	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1904	13	15	1227	12	16	11	17	14	15	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1904	13	15	1227	12	16	11	17	14	15	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	1904	13	15	1227	12	16	11	17	14	15	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.59	0.41	1.00	0.48	0.52	1.00
Final Sat.:	1700	5363	37	1700	5348	52	1067	733	1800	869	931	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.01	0.23	0.23	0.02	0.02	0.01	0.02	0.02	0.01
Crit Moves:		****									****	
Green/Cycle:	0.92	0.92	0.92	0.92	0.92	0.92	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.01	0.39	0.39	0.01	0.25	0.25	0.36	0.36	0.23	0.39	0.39	0.23
Delay/Veh:	0.3	0.6	0.6	0.3	0.5	0.5	49.6	49.6	47.9	50.0	50.0	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.3	0.6	0.6	0.3	0.5	0.5	49.6	49.6	47.9	50.0	50.0	47.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	2	2	1	1	1	1	1	1

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 93-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 1	0	1 0	1 0	1
Volume Module: >> Count Date: 11 May 2005 << 0800-0900												
Base Vol:	40	1857	46	33	1159	49	44	69	40	36	55	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:	40	1857	46	33	1159	49	44	69	40	36	55	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1857	46	33	1159	49	44	69	40	36	55	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1857	46	33	1159	49	44	69	40	36	55	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	1857	46	33	1159	49	44	69	40	36	55	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.88	0.12	0.58	0.90	0.52	1.00	1.00	1.00
Final Sat.:	1700	5269	131	1700	5181	219	1035	1624	941	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.02	0.22	0.22	0.04	0.04	0.04	0.02	0.03	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.08	0.80	0.80	0.04	0.76	0.76	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.29	0.44	0.44	0.44	0.29	0.29	0.44	0.44	0.44	0.22	0.32	0.33
Delay/Veh:	44.5	3.2	3.2	50.7	3.6	3.6	43.5	43.5	43.5	42.4	43.2	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	3.2	3.2	50.7	3.6	3.6	43.5	43.5	43.5	42.4	43.2	43.3
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	7	7	2	4	4	3	3	3	1	2	2

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 94-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: >> Count Date: 17 May 2005 << 0800-0900												
Base Vol:	58	1763	49	8	1069	155	186	7	52	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1763	49	8	1069	155	186	7	52	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1763	49	8	1069	155	186	7	52	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1763	49	8	1069	155	186	7	52	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	1763	49	8	1069	155	186	7	52	2	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	0.96	0.04	1.00	1.00	0.50	0.50
Final Sat.:	1700	5400	1800	1700	4716	684	1735	65	1800	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.03	0.00	0.23	0.23	0.11	0.11	0.03	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.72	0.72	0.72	0.72	0.72	0.72	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.05	0.45	0.04	0.01	0.31	0.31	0.45	0.45	0.12	0.00	0.00	0.00
Delay/Veh:	4.0	5.8	4.0	3.9	5.0	5.0	33.3	33.3	30.1	29.1	29.1	29.1
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:	4.0	5.8	4.0	3.9	5.0	5.0	33.3	33.3	30.1	29.1	29.1	29.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	8	0	0	5	5	6	6	1	0	0	0

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

EX-AM Tue Nov 14, 2006 19:04:32 Page 95-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	0 1	0 0	1	1 0	0 1	1
Volume Module: >> Count Date: 17 May 2005 << 0800-0900												
Base Vol:	2	1558	156	234	866	3	3	2	0	91	4	352
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1558	156	234	866	3	3	2	0	91	4	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1558	156	234	866	3	3	2	0	91	4	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1558	156	234	866	3	3	2	0	91	4	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	1558	156	234	866	3	3	2	0	91	4	352
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.60	0.40	1.00	1.00	0.02	1.98
Final Sat.:	1700	3600	1800	3200	3588	12	1080	720	1800	1700	40	3560
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.09	0.07	0.24	0.24	0.00	0.00	0.00	0.05	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.67	0.67	0.11	0.78	0.78	0.15	0.15	0.00	0.15	0.15	0.15
Volume/Cap:	0.31	0.64	0.13	0.64	0.31	0.31	0.02	0.02	0.00	0.35	0.64	0.64
Delay/Veh:	74.9	10.0	5.9	46.3	3.2	3.2	35.9	35.9	0.0	38.6	42.3	42.3
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:	74.9	10.0	5.9	46.3	3.2	3.2	35.9	35.9	0.0	38.6	42.3	42.3
LOS by Move:	E	B	A	D	A	A	D	D	A	D	D	D
HCM2kAvgQ:	0	15	2	5	4	4	0	0	0	3	7	7

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 96-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module: >> Count Date: 24 Mar 2005 << 0730-0830												
Base Vol:	102	0	214	0	0	0	0	729	52	146	414	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	214	0	0	0	0	729	52	146	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	214	0	0	0	0	729	52	146	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	214	0	0	0	0	729	52	146	414	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
Final Vol.:	102	0	214	0	0	0	0	729	52	146	414	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3360	240	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.00	0.00	0.00	0.00	0.22	0.22	0.09	0.12	0.00
Crit Moves:			****					****				
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.18	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.35	0.14	0.19	0.00
Delay/Veh:	23.3	0.0	25.1	0.0	0.0	0.0	0.0	9.3	9.3	8.0	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:	23.3	0.0	25.1	0.0	0.0	0.0	0.0	9.3	9.3	8.0	8.2	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	5	0	0	0	0	6	6	2	3	0

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 97-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0745-0845												
Base Vol:	0	0	0	155	0	74	65	1060	0	0	808	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:	0	0	0	155	0	74	65	1060	0	0	808	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	74	65	1060	0	0	808	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	74	65	1060	0	0	808	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	155	0	74	65	1060	0	0	808	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.04	0.29	0.00	0.00	0.22	0.05
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.23	0.73	0.73	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.18	0.05	0.40	0.00	0.00	0.31	0.06
Delay/Veh:	0.0	0.0	0.0	33.6	0.0	31.4	3.7	5.2	0.0	0.0	4.7	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.6	0.0	31.4	3.7	5.2	0.0	0.0	4.7	3.8
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	2	1	7	0	0	5	1

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 98-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0800-0900												
Base Vol:	23	58	22	37	45	21	23	1102	23	16	1289	28
Growth Adj:	1.00	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	58	22	37	45	21	23	1102	23	16	1289	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	58	22	37	45	21	23	1102	23	16	1289	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	58	22	37	45	21	23	1102	23	16	1289	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	58	22	37	45	21	23	1102	23	16	1289	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.28	0.72	1.00	0.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	511	1289	1800	812	988	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.05	0.05	0.01	0.01	0.31	0.01	0.01	0.36	0.02
Crit Moves:					****						****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.85	0.85	0.85	0.85	0.85
Volume/Cap:	0.42	0.42	0.11	0.42	0.42	0.11	0.02	0.36	0.02	0.01	0.42	0.02
Delay/Veh:	43.1	43.1	40.5	43.1	43.1	40.5	1.1	1.7	1.1	1.1	1.8	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	43.1	40.5	43.1	43.1	40.5	1.1	1.7	1.1	1.1	1.8	1.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	3	3	1	0	4	0	0	5	0

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 99-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1	0	1	0	0	0	1	1	0	2	1	0	1	0	4	0	1
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900																				
Base Vol:	157	7	82		47	0	38		11	1380	130		60	2011	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	157	7	82		47	0	38		11	1380	130		60	2011	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	157	7	82		47	0	38		11	1380	130		60	2011	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	7	82		47	0	38		11	1380	130		60	2011	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	157	7	82		47	0	38		11	1380	130		60	2011	10	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.08	0.92		1.00	0.00	1.00		1.00	2.74	0.26		1.00	4.00	1.00	
Final Sat.:	1700	142	1658		1700	0	1800		1700	4935	465		1700	7200	1800	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.05	0.05		0.03	0.00	0.02		0.01	0.28	0.28		0.04	0.28	0.01	
Crit Moves:	****									****				****		
Green/Cycle:	0.13	0.13	0.13		0.13	0.00	0.13		0.40	0.40	0.40		0.40	0.40	0.40	
Volume/Cap:	0.69	0.37	0.37		0.21	0.00	0.16		0.02	0.69	0.69		0.09	0.69	0.01	
Delay/Veh:	50.3	40.5	40.5		39.1	0.0	38.7		17.9	25.7	25.7		18.5	25.5	17.9	
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:	50.3	40.5	40.5		39.1	0.0	38.7		17.9	25.7	25.7		18.5	25.5	17.9	
LOS by Move:	D	D	D		D	A	D		B	C	C		B	C	B	
HCM2kAvgQ:	7	3	3		2	0	1		0	14	14		1	14	0	

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 100-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[14.4]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	- T	-	R		L	- T	-	R		L	- T	-	R		L	- T	-	R	
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Ignore					Include					Include					Include				
Lanes:	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module: >> Count Date: 19 Apr 2005 << 0745-0845																				
Base Vol:	0	0	0			0	0	0			144	1292	0			0	690	635		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	0			0	0	0			144	1292	0			0	690	635		
User Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	0			0	0	0			144	1292	0			0	690	635		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	0			0	0	0			144	1292	0			0	690	635		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1325	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			528	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			528	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.27	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1.1	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			14.4	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	*			*	*	*			B	*	*			*	*	*		
Movement:	LT	- LTR	-	RT		LT	- LTR	-	RT		LT	- LTR	-	RT		LT	- LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					*					*				

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 101-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 1	1	0	1!	0 0	0	0	2	0 1	0	0	2	0 0
Volume Module: >> Count Date: 19 Apr 2005 << 0745-0845																
Base Vol:	0	0	27		501	0	108		0	886	16		0	663	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	27		501	0	108		0	886	16		0	663	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	27		501	0	108		0	886	16		0	663	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	27		501	0	108		0	886	16		0	663	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	
Final Vol.:	0	0	27		501	0	108		0	886	16		0	663	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.92	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	1.00		1.71	0.00	0.29		0.00	2.00	1.00		0.00	2.00	0.00	
Final Sat.:	0	0	1800		2967	0	529		0	3600	1800		0	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.02		0.17	0.00	0.20		0.00	0.25	0.01		0.00	0.18	0.00	
Crit Moves:							****			****						
Green/Cycle:	0.00	0.00	0.44		0.44	0.00	0.44		0.00	0.52	0.52		0.00	0.52	0.00	
Volume/Cap:	0.00	0.00	0.03		0.39	0.00	0.47		0.00	0.47	0.02		0.00	0.35	0.00	
Delay/Veh:	0.0	0.0	16.2		19.4	0.0	20.3		0.0	15.2	11.4		0.0	13.9	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:	0.0	0.0	16.2		19.4	0.0	20.3		0.0	15.2	11.4		0.0	13.9	0.0	
LOS by Move:	A	A	B		B	A	C		A	B	B		A	B	A	
HCM2kAvgQ:	0	0	0		7	0	9		0	9	0		0	6	0	

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 102-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	0	0 2	0	0	0	0 0	0	0	2	0 1
Volume Module: >> Count Date: 7 Apr 2005 << 0730-0830																
Base Vol:	0	0	0		0	0	452		0	0	0		0	1178	413	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	452		0	0	0		0	1178	413	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	452		0	0	0		0	1178	413	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	452		0	0	0		0	1178	413	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	452		0	0	0		0	1178	413	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		0	0	3600		0	0	0		0	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.13		0.00	0.00	0.00		0.00	0.33	0.23	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.00	0.00	0.27		0.00	0.00	0.00		0.00	0.69	0.69	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.47		0.00	0.00	0.00		0.00	0.47	0.33	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	31.2		0.0	0.0	0.0		0.0	7.1	6.2	
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	0.0	0.0		0.0	0.0	31.2		0.0	0.0	0.0		0.0	7.1	6.2	
LOS by Move:	A	A	A		A	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		0	0	6		0	0	0		0	9	5	

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

EX-AM Tue Nov 14, 2006 19:04:33 Page 103-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	2 1	1	0 0	0 0	0
Volume Module: >> Count Date: 7 Apr 2005 << 0745-0845												
Base Vol:	0	0	143	0	0	0	0	608	1456	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	143	0	0	0	0	608	1456	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	143	0	0	0	0	608	1456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	143	0	0	0	0	608	1456	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	203	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	843	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	843	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

EX-AM Tue Nov 14, 2006 19:04:34 Page 104-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module: >> Count Date: 21 Apr 2005 << 0730-0830												
Base Vol:	775	0	22	0	0	0	0	367	475	118	716	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:	775	0	22	0	0	0	0	367	475	118	716	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	775	0	22	0	0	0	0	367	475	118	716	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	775	0	22	0	0	0	0	367	475	118	716	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
Final Vol.:	775	0	22	0	0	0	0	367	475	118	716	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3406	0	94	0	0	0	0	1800	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.20	0.26	0.07	0.40	0.00
Crit Moves:			****								****	
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.64	0.00	0.66	0.00	0.00	0.00	0.00	0.34	0.44	0.11	0.66	0.00
Delay/Veh:	28.0	0.0	28.5	0.0	0.0	0.0	0.0	9.9	10.8	8.5	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	0.0	28.5	0.0	0.0	0.0	0.0	9.9	10.8	8.5	14.5	0.0
LOS by Move:	C	A	C	A	A	A	A	A	B	A	B	A
HCM2kAvgQ:	12	0	12	0	0	0	0	6	8	2	16	0

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

EX-AM Tue Nov 14, 2006 19:04:34 Page 105-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 98 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module: >> Count Date: 21 Apr 2005 << 0730-0830												
Base Vol:	369	1323	0	0	1650	384	48	0	837	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:	369	1323	0	0	1650	384	48	0	837	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	369	1323	0	0	1650	384	48	0	837	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1323	0	0	1650	384	48	0	837	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
Final Vol.:	369	1323	0	0	1650	384	48	0	837	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.43	0.57	0.10	0.00	1.90	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4381	1019	185	0	3415	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.25	0.00	0.00	0.38	0.38	0.26	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.65	0.00	0.00	0.42	0.42	0.29	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.91	0.37	0.00	0.00	0.91	0.91	0.91	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	60.5	8.0	0.0	0.0	33.3	33.3	46.4	0.0	15.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	8.0	0.0	0.0	33.3	33.3	46.4	0.0	15.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	16	7	0	0	25	25	18	0	9	0	0	0

****

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

****

EX-AM Tue Nov 14, 2006 19:04:34 Page 106-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

****

Intersection #105 I-405 NB Ramps/Western Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 36 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module: >> Count Date: 12 May 2005 << 0745-0845												
Base Vol:	0	874	348	53	951	0	0	0	0	1100	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	874	348	53	951	0	0	0	0	1100	0	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	874	348	53	951	0	0	0	0	1100	0	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	874	348	53	951	0	0	0	0	1100	0	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
Final Vol.:	0	874	348	53	951	0	0	0	0	1100	0	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.79	0.00	0.21
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	3116	0	382
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.19	0.03	0.18	0.00	0.00	0.00	0.00	0.35	0.00	0.40
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.35	0.92	0.04	0.39	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Volume/Cap:	0.00	0.70	0.21	0.70	0.45	0.00	0.00	0.00	0.00	0.62	0.00	0.70
Delay/Veh:	0.0	30.1	0.5	72.8	22.7	0.0	0.0	0.0	0.0	14.9	0.0	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.1	0.5	72.8	22.7	0.0	0.0	0.0	0.0	14.9	0.0	16.7
LOS by Move:	A	C	A	E	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	13	1	3	8	0	0	0	0	14	0	17

****

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

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EX-AM Tue Nov 14, 2006 19:04:34 Page 107-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	2 0	3 0	0	0 0	2 0	1
Volume Module: >> Count Date: 12 May 2005 << 0730-0830												
Base Vol:	0	0	0	638	0	202	607	944	0	0	1135	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	638	0	202	607	944	0	0	1135	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	638	0	202	607	944	0	0	1135	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	638	0	202	607	944	0	0	1135	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
Final Vol.:	0	0	0	638	0	202	607	944	0	0	1135	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.62	0.00	0.38	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2811	0	682	3200	5400	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.30	0.19	0.17	0.00	0.00	0.32	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.35	0.00	0.35	0.22	0.22	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.85	0.85	0.79	0.00	0.00	0.85	0.25
Delay/Veh:	0.0	0.0	0.0	28.8	0.0	37.5	47.0	40.1	0.0	0.0	34.5	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.8	0.0	37.5	47.0	40.1	0.0	0.0	34.5	22.1
LOS by Move:	A	A	A	C	A	D	D	D	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	19	13	12	0	0	20	4

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

EX-AM Tue Nov 14, 2006 19:04:34 Page 108-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.5
Optimal Cycle: 77 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 0715-0815												
Base Vol:	23	118	22	323	46	492	508	911	8	42	705	191
Growth Adj:	1.00	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	118	22	323	46	492	508	911	8	42	705	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	118	22	323	46	492	508	911	8	42	705	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	118	22	323	46	492	508	911	8	42	705	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	118	22	323	46	492	508	911	8	42	705	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.16	0.84	1.00	0.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	294	1506	1800	1576	224	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.21	0.21	0.27	0.30	0.25	0.00	0.02	0.20	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.09	0.09	0.24	0.24	0.60	0.35	0.53	0.53	0.05	0.23	0.23
Volume/Cap:	0.85	0.85	0.13	0.85	0.85	0.46	0.85	0.47	0.01	0.47	0.85	0.46
Delay/Veh:	75.5	75.5	42.0	50.2	50.2	11.6	40.5	14.8	11.0	50.1	44.7	33.8
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:	75.5	75.5	42.0	50.2	50.2	11.6	40.5	14.8	11.0	50.1	44.7	33.8
LOS by Move:	E	E	D	D	D	B	D	B	B	D	D	C
HCM2kAvgQ:	7	7	1	14	14	9	19	9	0	2	14	6

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 109-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.3
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 12 May 2005 << 0700-0800												
Base Vol:	0	0	0	27	0	46	58	343	0	0	487	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	46	58	343	0	0	487	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	46	58	343	0	0	487	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	46	58	343	0	0	487	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	27	0	46	58	343	0	0	487	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.03	0.19	0.00	0.00	0.27	0.01
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.88	0.88	0.00	0.00	0.88	0.88
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.31	0.04	0.22	0.00	0.00	0.31	0.01
Delay/Veh:	0.0	0.0	0.0	43.4	0.0	44.3	0.8	1.0	0.0	0.0	1.1	0.8
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:	0.0	0.0	0.0	43.4	0.0	44.3	0.8	1.0	0.0	0.0	1.1	0.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	2	0	0	3	0

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 110-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 1	0	1 0	3 0	0
Volume Module: >> Count Date: 24 Mar 2005 << 0800-0900												
Base Vol:	23	0	120	0	0	0	0	1652	18	103	1514	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	0	120	0	0	0	0	1652	18	103	1514	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	120	0	0	0	0	1652	18	103	1514	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	120	0	0	0	0	1652	18	103	1514	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
Final Vol.:	23	0	120	0	0	0	0	1652	18	103	1514	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	7122	78	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.23	0.23	0.06	0.28	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.61	0.61	0.16	0.77	0.00
Volume/Cap:	0.08	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.37	0.00
Delay/Veh:	34.7	0.0	37.3	0.0	0.0	0.0	0.0	10.1	10.1	38.6	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.0	37.3	0.0	0.0	0.0	0.0	10.1	10.1	38.6	3.9	0.0
LOS by Move:	C	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	7	7	3	5	0

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 111-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.226
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 10 May 2005 << 0800-0900												
Base Vol:	171	181	207	53	119	52	28	306	60	112	212	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	181	207	53	119	52	28	306	60	112	212	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	181	207	53	119	52	28	306	60	112	212	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	181	207	53	119	52	28	306	60	112	212	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	181	207	53	119	52	28	306	60	112	212	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	1.67	0.33	1.00	1.81	0.19
Final Sat.:	1700	1800	1800	1700	2505	1095	1700	3010	590	1700	3262	338
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.12	0.03	0.05	0.05	0.02	0.10	0.10	0.07	0.07	0.07
Crit Moves:			****					****				
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.20	0.20	0.23	0.06	0.09	0.09	0.04	0.23	0.23	0.15	0.14	0.14
Delay/Veh:	13.5	13.4	13.7	12.4	12.6	12.6	15.4	16.9	16.9	16.3	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.4	13.7	12.4	12.6	12.6	15.4	16.9	16.9	16.3	16.2	16.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	4	1	1	1	1	4	4	2	2	2

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 112-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 10 May 2005 << 0745-0845												
Base Vol:	42	138	79	33	77	32	168	994	30	66	1216	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	138	79	33	77	32	168	994	30	66	1216	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	138	79	33	77	32	168	994	30	66	1216	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	138	79	33	77	32	168	994	30	66	1216	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	138	79	33	77	32	168	994	30	66	1216	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.32	1.07	0.61	1.00	1.00	1.00	1.00	2.91	0.09	1.00	2.43	0.57
Final Sat.:	584	1918	1098	1700	1800	1800	1700	5242	158	1700	4366	1034
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.04	0.02	0.10	0.19	0.19	0.04	0.28	0.28
Crit Moves:		****					****				****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.21	0.66	0.66	0.13	0.58	0.58
Volume/Cap:	0.48	0.48	0.48	0.13	0.28	0.12	0.48	0.29	0.29	0.29	0.48	0.48
Delay/Veh:	39.5	39.5	39.5	37.0	38.3	36.9	35.9	7.4	7.4	39.7	12.2	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	39.5	39.5	37.0	38.3	36.9	35.9	7.4	7.4	39.7	12.2	12.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	4	4	4	1	2	1	5	5	5	2	9	9

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 113-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 0800-0900												
Base Vol:	74	1211	29	15	989	76	168	10	77	31	7	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:	74	1211	29	15	989	76	168	10	77	31	7	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1211	29	15	989	76	168	10	77	31	7	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1211	29	15	989	76	168	10	77	31	7	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	1211	29	15	989	76	168	10	77	31	7	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.79	0.21	1.89	0.11	1.00	1.64	0.36	1.00
Final Sat.:	1700	5400	1800	1700	5015	385	3303	197	1800	2855	645	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.02	0.01	0.20	0.20	0.05	0.05	0.04	0.01	0.01	0.01
Crit Moves:		****						****				****
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.05	0.05	0.05
Volume/Cap:	0.06	0.31	0.02	0.01	0.27	0.27	0.31	0.31	0.26	0.23	0.23	0.31
Delay/Veh:	3.9	4.8	3.8	3.7	4.6	4.6	37.0	37.0	36.9	46.6	46.6	48.2
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:	3.9	4.8	3.8	3.7	4.6	4.6	37.0	37.0	36.9	46.6	46.6	48.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	0	0	4	4	3	3	2	1	1	1

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 114-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 0800-0900												
Base Vol:	32	1203	6	11	926	28	151	3	66	2	1	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1203	6	11	926	28	151	3	66	2	1	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1203	6	11	926	28	151	3	66	2	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1203	6	11	926	28	151	3	66	2	1	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
Final Vol.:	32	1203	6	11	926	28	151	3	66	2	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.98	0.02	1.00	0.67	0.33	1.00
Final Sat.:	1700	5373	27	1700	5242	158	1765	35	1800	1200	600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.01	0.18	0.18	0.09	0.09	0.04	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.67	0.67	0.02	0.62	0.62	0.25	0.25	0.25	0.25	0.25	0.00
Volume/Cap:	0.29	0.34	0.34	0.34	0.29	0.29	0.34	0.34	0.14	0.01	0.01	0.00
Delay/Veh:	45.9	7.2	7.2	54.4	8.8	8.8	30.8	30.8	29.0	27.8	27.8	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:	45.9	7.2	7.2	54.4	8.8	8.8	30.8	30.8	29.0	27.8	27.8	0.0
LOS by Move:	D	A	A	D	A	A	C	C	C	C	C	A
HCM2kAvgQ:	1	6	6	1	5	5	4	4	2	0	0	0

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 115-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module: >> Count Date: 23 Mar 2005 << 0745-0845												
Base Vol:	117	972	129	122	761	181	162	974	63	113	894	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	972	129	122	761	181	162	974	63	113	894	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	972	129	122	761	181	162	974	63	113	894	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	972	129	122	761	181	162	974	63	113	894	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	972	129	122	761	181	162	974	63	113	894	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.64	0.36
Final Sat.:	3200	4767	633	3200	5400	1800	3200	3600	1800	3200	4761	639
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.04	0.14	0.10	0.05	0.27	0.04	0.04	0.19	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.35	0.35	0.06	0.33	0.33	0.11	0.46	0.46	0.06	0.41	0.41
Volume/Cap:	0.43	0.59	0.59	0.59	0.43	0.31	0.46	0.59	0.08	0.59	0.46	0.46
Delay/Veh:	53.2	32.6	32.6	58.9	31.8	30.5	50.9	24.5	18.1	59.6	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	32.6	32.6	58.9	31.8	30.5	50.9	24.5	18.1	59.6	25.8	25.8
LOS by Move:	D	C	C	E	C	C	D	C	B	E	C	C
HCM2kAvgQ:	3	12	12	4	8	5	4	14	1	3	9	9

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

EX-AM Tue Nov 14, 2006 19:04:35 Page 116-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.250
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 29 Mar 2005 << 0800-0900												
Base Vol:	132	1063	0	0	898	87	43	0	49	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:	132	1063	0	0	898	87	43	0	49	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1063	0	0	898	87	43	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1063	0	0	898	87	43	0	49	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
Final Vol.:	132	1063	0	0	898	87	43	0	49	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5400	0	1700	5400	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.00	0.00	0.17	0.05	0.01	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.83	0.00	0.00	0.67	0.77	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.25	0.24	0.00	0.00	0.25	0.06	0.12	0.00	0.25	0.00	0.00	0.00
Delay/Veh:	36.6	1.8	0.0	0.0	6.7	2.7	40.4	0.0	41.5	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:	36.6	1.8	0.0	0.0	6.7	2.7	40.4	0.0	41.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	2	2	0	0	4	1	1	0	2	0	0	0

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 117-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 31 Mar 2005 << 0745-0845												
Base Vol:	83	940	117	184	787	134	124	731	62	57	657	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	940	117	184	787	134	124	731	62	57	657	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	940	117	184	787	134	124	731	62	57	657	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	940	117	184	787	134	124	731	62	57	657	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	940	117	184	787	134	124	731	62	57	657	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	1700	4130	1270
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.07	0.06	0.15	0.07	0.04	0.14	0.03	0.03	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.37	0.37	0.12	0.42	0.42	0.08	0.34	0.34	0.08	0.34	0.34
Volume/Cap:	0.35	0.47	0.17	0.47	0.35	0.18	0.47	0.40	0.10	0.40	0.47	0.47
Delay/Veh:	44.8	24.0	21.2	41.7	19.7	18.2	45.0	25.4	22.7	45.2	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	24.0	21.2	41.7	19.7	18.2	45.0	25.4	22.7	45.2	26.0	26.0
LOS by Move:	D	C	C	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	2	8	3	4	6	3	3	6	1	2	7	7

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 118-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 24 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 0745-0845												
Base Vol:	5	711	12	63	682	111	37	27	8	8	30	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	711	12	63	682	111	37	27	8	8	30	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	711	12	63	682	111	37	27	8	8	30	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	711	12	63	682	111	37	27	8	8	30	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	711	12	63	682	111	37	27	8	8	30	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.95	0.05	2.00	2.00	1.00	1.00	1.54	0.46	1.00	1.00	1.00
Final Sat.:	1700	5310	90	3200	3600	1800	1700	2777	823	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.02	0.19	0.06	0.02	0.01	0.01	0.00	0.02	0.21
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.39	0.39	0.06	0.44	0.44	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.43	0.34	0.34	0.34	0.43	0.14	0.04	0.02	0.02	0.01	0.03	0.43
Delay/Veh:	72.7	21.5	21.5	46.4	19.4	16.6	13.3	13.1	13.1	13.0	13.2	16.7
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:	72.7	21.5	21.5	46.4	19.4	16.6	13.3	13.1	13.1	13.0	13.2	16.7
LOS by Move:	E	C	C	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	5	5	1	8	2	1	0	0	0	0	8

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 119-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0	2 0	0	0 2	2 0	3	0 0	0 0	3	0 1
Volume Module: >> Count Date: 24 Mar 2005 << 0800-0900												
Base Vol:	0	0	0	514	0	252	299	1265	0	0	1276	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	514	0	252	299	1265	0	0	1276	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	514	0	252	299	1265	0	0	1276	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	514	0	252	299	1265	0	0	1276	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	514	0	252	299	1265	0	0	1276	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	3200	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.07	0.09	0.23	0.00	0.00	0.24	0.20
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.59	0.35	0.35	0.00	0.00	0.35	0.59
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.12	0.27	0.67	0.00	0.00	0.67	0.33
Delay/Veh:	0.0	0.0	0.0	36.8	0.0	9.1	23.5	28.6	0.0	0.0	28.4	10.6
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:	0.0	0.0	0.0	36.8	0.0	9.1	23.5	28.6	0.0	0.0	28.4	10.6
LOS by Move:	A	A	A	D	A	A	C	C	A	A	C	B
HCM2kAvgQ:	0	0	0	10	0	2	4	12	0	0	12	6

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 120-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 1	0	0 1
Volume Module: >> Count Date: 20 Apr 2005 << 0745-0845												
Base Vol:	153	288	61	188	195	85	11	8	25	113	66	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	288	61	188	195	85	11	8	25	113	66	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	288	61	188	195	85	11	8	25	113	66	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	288	61	188	195	85	11	8	25	113	66	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	288	61	188	195	85	11	8	25	113	66	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.69	1.31	1.00	0.98	1.02	1.00	1.00	1.00	1.00	1.28	0.72	1.00
Final Sat.:	1249	2351	1800	1767	1833	1800	1700	1800	1800	2208	1290	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.03	0.11	0.11	0.05	0.01	0.00	0.01	0.05	0.05	0.14
Crit Moves:		****							****			****
Green/Cycle:	0.42	0.42	0.89	0.42	0.42	0.42	0.05	0.05	0.05	0.47	0.47	0.47
Volume/Cap:	0.29	0.29	0.04	0.25	0.25	0.11	0.14	0.09	0.29	0.11	0.11	0.29
Delay/Veh:	19.3	19.3	0.6	19.0	19.0	17.8	46.4	46.0	47.9	14.6	14.6	16.3
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:	19.3	19.3	0.6	19.0	19.0	17.8	46.4	46.0	47.9	14.6	14.6	16.3
LOS by Move:	B	B	A	B	B	B	D	D	D	B	B	B
HCM2kAvgQ:	5	5	0	4	4	2	0	0	1	2	2	5

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 121-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0800-0900												
Base Vol:	41	313	57	62	98	186	48	968	24	39	1196	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	313	57	62	98	186	48	968	24	39	1196	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	313	57	62	98	186	48	968	24	39	1196	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	313	57	62	98	186	48	968	24	39	1196	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	313	57	62	98	186	48	968	24	39	1196	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.03	0.04	0.05	0.10	0.03	0.27	0.01	0.02	0.33	0.05
Crit Moves:		****					****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.58	0.58	0.05	0.58	0.58
Volume/Cap:	0.08	0.57	0.10	0.12	0.18	0.34	0.57	0.46	0.02	0.46	0.57	0.08
Delay/Veh:	24.7	30.6	25.0	25.1	25.6	27.2	55.3	12.0	8.8	50.1	13.3	9.1
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:	24.7	30.6	25.0	25.1	25.6	27.2	55.3	12.0	8.8	50.1	13.3	9.1
LOS by Move:	C	C	C	C	C	C	E	B	A	D	B	A
HCM2kAvgQ:	1	9	1	2	2	5	3	9	0	2	12	1

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 122-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 20 Apr 2005 << 0800-0900												
Base Vol:	44	334	104	24	114	49	33	826	71	55	971	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	334	104	24	114	49	33	826	71	55	971	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	334	104	24	114	49	33	826	71	55	971	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	334	104	24	114	49	33	826	71	55	971	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	334	104	24	114	49	33	826	71	55	971	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.76	0.24	1.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1373	427	1700	1259	541	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.01	0.09	0.09	0.02	0.23	0.04	0.03	0.27	0.02
Crit Moves:		****					****				****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.03	0.45	0.45	0.06	0.48	0.48
Volume/Cap:	0.06	0.57	0.57	0.03	0.21	0.21	0.57	0.51	0.09	0.51	0.57	0.05
Delay/Veh:	16.7	22.5	22.5	16.5	18.0	18.0	59.9	20.1	15.9	49.5	19.2	14.1
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:	16.7	22.5	22.5	16.5	18.0	18.0	59.9	20.1	15.9	49.5	19.2	14.1
LOS by Move:	B	C	C	B	B	B	E	C	B	D	B	B
HCM2kAvgQ:	1	11	11	0	3	3	2	10	1	3	11	1

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 123-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.208
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 21 Apr 2005 << 0745-0845												
Base Vol:	152	479	67	16	349	12	16	52	17	59	120	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:	152	479	67	16	349	12	16	52	17	59	120	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	479	67	16	349	12	16	52	17	59	120	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	479	67	16	349	12	16	52	17	59	120	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	479	67	16	349	12	16	52	17	59	120	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	1.93	0.07	1.00	1.51	0.49	1.00	1.39	0.61
Final Sat.:	1700	3158	442	1700	3480	120	1700	2713	887	1700	2497	1103
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.01	0.10	0.10	0.01	0.02	0.02	0.03	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.12	0.21	0.21	0.01	0.14	0.14	0.04	0.08	0.08	0.15	0.21	0.21
Delay/Veh:	4.1	4.4	4.4	3.7	4.1	4.1	29.9	30.2	30.2	30.8	31.2	31.2
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:	4.1	4.4	4.4	3.7	4.1	4.1	29.9	30.2	30.2	30.8	31.2	31.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	3	3	0	2	2	0	1	1	2	2	2

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

EX-AM Tue Nov 14, 2006 19:04:36 Page 124-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	2 1	0	2 0	3 1	0
Volume Module: >> Count Date: 26 Apr 2005 << 0745-0845												
Base Vol:	225	348	85	174	218	64	157	1172	119	102	1503	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	348	85	174	218	64	157	1172	119	102	1503	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	348	85	174	218	64	157	1172	119	102	1503	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	348	85	174	218	64	157	1172	119	102	1503	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	225	348	85	174	218	64	157	1172	119	102	1503	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.61	0.39	1.00	1.55	0.45	2.00	2.72	0.28	2.00	3.66	0.34
Final Sat.:	1700	2893	707	1700	2783	817	3200	4902	498	3200	6586	614
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.10	0.08	0.08	0.05	0.24	0.24	0.03	0.23	0.23
Crit Moves:		****		****			****				****	
Green/Cycle:	0.26	0.22	0.22	0.19	0.15	0.15	0.09	0.45	0.45	0.06	0.42	0.42
Volume/Cap:	0.51	0.54	0.54	0.54	0.51	0.51	0.54	0.53	0.53	0.53	0.54	0.54
Delay/Veh:	32.8	35.2	35.2	38.6	39.8	39.8	45.6	20.1	20.1	48.5	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	35.2	35.2	38.6	39.8	39.8	45.6	20.1	20.1	48.5	22.0	22.0
LOS by Move:	C	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	7	7	6	5	5	4	10	10	3	10	10

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 10 May 2005 << 0745-0845												
Base Vol:	3	461	3	74	326	86	107	3	8	4	13	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	461	3	74	326	86	107	3	8	4	13	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	461	3	74	326	86	107	3	8	4	13	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	461	3	74	326	86	107	3	8	4	13	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	461	3	74	326	86	107	3	8	4	13	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.24	0.76	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1751	49	1800	424	1376	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.04	0.18	0.05	0.06	0.06	0.00	0.01	0.01	0.07
Crit Moves:		****										****
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.00	0.34	0.00	0.06	0.24	0.06	0.30	0.30	0.02	0.05	0.05	0.34
Delay/Veh:	3.0	4.1	3.0	3.1	3.7	3.1	34.2	34.2	31.9	32.1	32.1	34.6
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:	3.0	4.1	3.0	3.1	3.7	3.1	34.2	34.2	31.9	32.1	32.1	34.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	1	3	1	3	3	0	0	0	4

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	1 0	0 0	1
Volume Module: >> Count Date: 10 May 2005 << 0700-0800												
Base Vol:	87	523	0	7	349	16	18	11	42	4	0	18
Growth Adj:	1.00	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	523	0	7	349	16	18	11	42	4	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	523	0	7	349	16	18	11	42	4	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	523	0	7	349	16	18	11	42	4	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	523	0	7	349	16	18	11	42	4	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1117	683	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.00	0.19	0.01	0.02	0.02	0.02	0.00	0.00	0.01
Crit Moves:		****						****				
Green/Cycle:	0.91	0.91	0.00	0.91	0.91	0.91	0.05	0.05	0.05	0.05	0.00	0.05
Volume/Cap:	0.06	0.32	0.00	0.00	0.21	0.01	0.32	0.32	0.46	0.05	0.00	0.20
Delay/Veh:	0.4	0.7	0.0	0.4	0.6	0.4	47.9	47.9	49.9	45.4	0.0	46.6
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:	0.4	0.7	0.0	0.4	0.6	0.4	47.9	47.9	49.9	45.4	0.0	46.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	A	D
HCM2kAvgQ:	0	2	0	0	1	0	1	1	2	0	0	1

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

EX-AM Tue Nov 14, 2006 19:04:37 Page 127-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module: >> Count Date: 7 Apr 2005 << 0730-0830												
Base Vol:	8	0	7	0	0	0	0	1779	32	66	1384	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:	8	0	7	0	0	0	0	1779	32	66	1384	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	7	0	0	0	0	1779	32	66	1384	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	7	0	0	0	0	1779	32	66	1384	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
Final Vol.:	8	0	7	0	0	0	0	1779	32	66	1384	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.95	0.05	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5305	95	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.34	0.04	0.38	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.83	0.83	0.10	0.93	0.00
Volume/Cap:	0.40	0.00	0.33	0.00	0.00	0.00	0.00	0.40	0.40	0.40	0.41	0.00
Delay/Veh:	61.9	0.0	58.2	0.0	0.0	0.0	0.0	2.2	2.2	44.1	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	0.0	58.2	0.0	0.0	0.0	0.0	2.2	2.2	44.1	0.5	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	5	5	3	3	0

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

EX-AM Tue Nov 14, 2006 19:04:37 Page 128-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	0 1	0	2 0	2 1	0	1 0	3 0	1
Volume Module: >> Count Date: 29 Mar 2005 << 0745-0845												
Base Vol:	129	28	230	2	9	8	16	1443	101	111	855	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	28	230	2	9	8	16	1443	101	111	855	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	28	230	2	9	8	16	1443	101	111	855	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	28	230	2	9	8	16	1443	101	111	855	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	28	230	2	9	8	16	1443	101	111	855	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.82	0.18	1.00	1.00	0.53	0.47	2.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1479	321	1800	1700	953	847	3200	5047	353	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.00	0.01	0.01	0.01	0.29	0.29	0.07	0.16	0.00
Crit Moves:		****						****		****		
Green/Cycle:	0.19	0.19	0.33	0.19	0.19	0.19	0.02	0.61	0.61	0.14	0.73	0.73
Volume/Cap:	0.47	0.47	0.39	0.01	0.05	0.05	0.22	0.47	0.47	0.47	0.22	0.01
Delay/Veh:	36.6	36.6	26.2	33.1	33.4	33.4	49.4	10.6	10.6	41.0	4.4	3.7
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:	36.6	36.6	26.2	33.1	33.4	33.4	49.4	10.6	10.6	41.0	4.4	3.7
LOS by Move:	D	D	C	C	C	C	D	B	B	D	A	A
HCM2kAvgQ:	5	5	6	0	0	0	1	9	9	4	3	0

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

EX-AM Tue Nov 14, 2006 19:04:37 Page 129-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 12 May 2005 << 0730-0830												
Base Vol:	10	233	126	113	122	67	131	658	7	29	579	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	233	126	113	122	67	131	658	7	29	579	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	233	126	113	122	67	131	658	7	29	579	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	233	126	113	122	67	131	658	7	29	579	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	233	126	113	122	67	131	658	7	29	579	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.04	0.96	1.00	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1726	1800	866	934	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.13	0.13	0.04	0.08	0.18	0.00	0.02	0.16	0.04
Crit Moves:		****						****				
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.33	0.33	0.17	0.32	0.32	0.09	0.14	0.33	0.01	0.03	0.29	0.07
Delay/Veh:	20.5	20.5	19.0	20.4	20.4	18.3	10.9	12.4	10.1	10.2	12.0	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	19.0	20.4	20.4	18.3	10.9	12.4	10.1	10.2	12.0	10.5
LOS by Move:	C	C	B	C	C	B	B	B	B	B	B	B
HCM2kAvgQ:	5	5	3	5	5	1	2	6	0	0	5	1

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

EX-AM Tue Nov 14, 2006 19:04:37 Page 130-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 30 Mar 2005 << 0730-0830												
Base Vol:	314	7	272	9	2	0	1	934	176	159	746	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	7	272	9	2	0	1	934	176	159	746	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	7	272	9	2	0	1	934	176	159	746	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	7	272	9	2	0	1	934	176	159	746	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	314	7	272	9	2	0	1	934	176	159	746	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.54	0.02	1.44	1.00	1.00	0.00	1.00	2.52	0.48	1.00	2.00	1.00
Final Sat.:	2662	41	2601	1700	1800	0	1700	4544	856	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.10	0.01	0.00	0.00	0.00	0.21	0.21	0.09	0.21	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.01	0.01	0.00	0.00	0.39	0.39	0.18	0.57	0.57
Volume/Cap:	0.37	0.53	0.32	0.53	0.11	0.00	0.37	0.53	0.53	0.53	0.37	0.00
Delay/Veh:	26.2	28.1	25.7	76.6	51.8	0.0	117.5	23.7	23.7	39.0	12.0	9.4
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:	26.2	28.1	25.7	76.6	51.8	0.0	117.5	23.7	23.7	39.0	12.0	9.4
LOS by Move:	C	C	C	E	D	A	F	C	C	D	B	A
HCM2kAvgQ:	5	8	5	1	0	0	0	9	9	6	7	0

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

EX-AM Tue Nov 14, 2006 19:04:37 Page 131-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 31 Mar 2005 << 0745-0845												
Base Vol:	67	296	249	109	249	60	77	582	39	248	595	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	296	249	109	249	60	77	582	39	248	595	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	296	249	109	249	60	77	582	39	248	595	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	296	249	109	249	60	77	582	39	248	595	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
Final Vol.:	67	296	249	109	249	60	77	582	39	248	595	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.14	0.06	0.07	0.03	0.05	0.16	0.02	0.15	0.17	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.33	0.33	0.62	0.33	0.33	0.33	0.13	0.32	0.32	0.29	0.48	0.48
Volume/Cap:	0.12	0.50	0.22	0.20	0.21	0.10	0.34	0.50	0.07	0.50	0.34	0.09
Delay/Veh:	23.6	27.7	8.6	24.3	24.4	23.5	40.4	27.8	23.5	30.3	16.3	14.1
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:	23.6	27.7	8.6	24.3	24.4	23.5	40.4	27.8	23.5	30.3	16.3	14.1
LOS by Move:	C	C	A	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	2	8	4	3	3	1	3	8	1	7	6	1

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

EX-AM Tue Nov 14, 2006 19:04:37 Page 132-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 48 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 27 Apr 2005 << 0745-0845												
Base Vol:	461	648	137	20	332	36	48	626	196	179	807	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	461	648	137	20	332	36	48	626	196	179	807	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	461	648	137	20	332	36	48	626	196	179	807	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	461	648	137	20	332	36	48	626	196	179	807	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
Final Vol.:	461	648	137	20	332	36	48	626	196	179	807	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2972	628	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.27	0.22	0.22	0.01	0.09	0.02	0.03	0.17	0.11	0.11	0.22	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.39	0.50	0.50	0.03	0.13	0.13	0.05	0.25	0.25	0.15	0.36	0.36
Volume/Cap:	0.69	0.44	0.44	0.44	0.69	0.15	0.62	0.69	0.43	0.69	0.62	0.10
Delay/Veh:	33.3	19.3	19.3	64.0	53.8	46.2	71.0	42.8	38.3	55.7	32.6	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:	33.3	19.3	19.3	64.0	53.8	46.2	71.0	42.8	38.3	55.7	32.6	25.6
LOS by Move:	C	B	B	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	16	10	10	1	7	1	3	12	7	8	13	2

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 133-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 0745-0845												
Base Vol:	273	1147	33	42	612	39	64	25	140	19	84	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	1147	33	42	612	39	64	25	140	19	84	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	1147	33	42	612	39	64	25	140	19	84	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1147	33	42	612	39	64	25	140	19	84	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	273	1147	33	42	612	39	64	25	140	19	84	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.72	0.28	1.00	0.18	0.82	1.00
Final Sat.:	1700	3499	101	1700	3600	1800	1294	506	1800	332	1468	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.33	0.33	0.02	0.17	0.02	0.05	0.05	0.08	0.06	0.06	0.02
Crit Moves:		****							****			
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.21	0.42	0.42	0.03	0.22	0.03	0.27	0.27	0.42	0.31	0.31	0.12
Delay/Veh:	3.1	3.8	3.8	2.6	3.1	2.6	35.5	35.5	37.0	35.8	35.8	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:	3.1	3.8	3.8	2.6	3.1	2.6	35.5	35.5	37.0	35.8	35.8	34.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	C
HCM2kAvgQ:	3	6	6	0	3	0	3	3	4	3	3	1

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 134-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 0745-0845												
Base Vol:	28	1204	6	20	689	33	102	55	37	11	49	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:	28	1204	6	20	689	33	102	55	37	11	49	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1204	6	20	689	33	102	55	37	11	49	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1204	6	20	689	33	102	55	37	11	49	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	1204	6	20	689	33	102	55	37	11	49	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.00	1.00	0.18	0.82	1.00
Final Sat.:	1700	3582	18	1700	3435	165	1700	1800	1800	330	1470	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.20	0.20	0.06	0.03	0.02	0.03	0.03	0.07
Crit Moves:		****										****
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.02	0.42	0.42	0.01	0.25	0.25	0.37	0.19	0.13	0.21	0.21	0.42
Delay/Veh:	2.1	3.2	3.2	2.1	2.6	2.6	38.2	36.5	36.0	36.7	36.7	38.7
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:	2.1	3.2	3.2	2.1	2.6	2.6	38.2	36.5	36.0	36.7	36.7	38.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	0	3	3	3	2	1	2	2	4

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 135-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 11 May 2005 << 0700-0800												
Base Vol:	11	1129	100	33	714	4	12	32	7	139	18	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1129	100	33	714	4	12	32	7	139	18	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1129	100	33	714	4	12	32	7	139	18	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1129	100	33	714	4	12	32	7	139	18	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1129	100	33	714	4	12	32	7	139	18	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.27	0.73	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3580	20	491	1309	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.06	0.02	0.20	0.20	0.02	0.02	0.00	0.08	0.01	0.03
Crit Moves:		****								****		
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.01	0.41	0.07	0.03	0.26	0.26	0.12	0.12	0.02	0.41	0.05	0.13
Delay/Veh:	2.9	4.2	3.0	2.9	3.6	3.6	33.1	33.1	32.3	35.8	32.5	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:	2.9	4.2	3.0	2.9	3.6	3.6	33.1	33.1	32.3	35.8	32.5	33.1
LOS by Move:	A	A	A	A	A	A	C	C	C	D	C	C
HCM2kAvgQ:	0	6	1	0	3	3	1	1	0	4	0	1

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 136-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.2
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	526	0	148	0	0	0	0	1255	244	117	1141	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:	526	0	148	0	0	0	0	1255	244	117	1141	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	526	0	148	0	0	0	0	1255	244	117	1141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	526	0	148	0	0	0	0	1255	244	117	1141	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
Final Vol.:	526	0	148	0	0	0	0	1255	244	117	1141	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.08	0.00	0.00	0.00	0.00	0.35	0.14	0.07	0.32	0.00
Crit Moves:	****							****				
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.51	0.51	0.51	0.51	0.00
Volume/Cap:	0.69	0.00	0.18	0.00	0.00	0.00	0.00	0.69	0.27	0.14	0.62	0.00
Delay/Veh:	24.4	0.0	16.5	0.0	0.0	0.0	0.0	19.6	14.1	13.0	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	0.0	16.5	0.0	0.0	0.0	0.0	19.6	14.1	13.0	18.4	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	15	0	3	0	0	0	0	16	4	2	14	0

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 137-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.4
Optimal Cycle: 84 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 0745-0845												
Base Vol:	373	704	257	239	866	168	180	815	290	186	728	237
Growth Adj:	1.00	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	704	257	239	866	168	180	815	290	186	728	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	704	257	239	866	168	180	815	290	186	728	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	704	257	239	866	168	180	815	290	186	728	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	373	704	257	239	866	168	180	815	290	186	728	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.14	0.14	0.24	0.09	0.11	0.23	0.16	0.11	0.20	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.26	0.31	0.31	0.23	0.28	0.28	0.14	0.27	0.27	0.13	0.26	0.26
Volume/Cap:	0.85	0.62	0.45	0.62	0.85	0.33	0.78	0.85	0.61	0.85	0.78	0.51
Delay/Veh:	57.3	36.2	33.5	45.0	47.8	34.5	66.0	49.3	40.8	77.3	45.7	38.9
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:	57.3	36.2	33.5	45.0	47.8	34.5	66.0	49.3	40.8	77.3	45.7	38.9
LOS by Move:	E	D	C	D	D	C	E	D	D	E	D	D
HCM2kAvgQ:	17	12	8	10	18	5	9	18	10	10	15	8

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 138-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4
Optimal Cycle: 55 Level Of Service: D

Approach:	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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 0745-0845												
Base Vol:	52	871	513	258	983	16	60	1279	81	292	800	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	871	513	258	983	16	60	1279	81	292	800	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	871	513	258	983	16	60	1279	81	292	800	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	871	513	258	983	16	60	1279	81	292	800	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	871	513	258	983	16	60	1279	81	292	800	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	5078	322	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.29	0.15	0.27	0.01	0.04	0.25	0.25	0.09	0.22	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.26	0.39	0.21	0.42	0.42	0.06	0.34	0.34	0.12	0.40	0.40
Volume/Cap:	0.65	0.61	0.74	0.74	0.65	0.02	0.55	0.74	0.74	0.74	0.55	0.17
Delay/Veh:	73.3	39.7	35.8	52.7	28.7	20.3	60.6	36.4	36.4	57.9	28.1	23.2
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:	73.3	39.7	35.8	52.7	28.7	20.3	60.6	36.4	36.4	57.9	28.1	23.2
LOS by Move:	E	D	D	D	C	C	E	D	D	E	C	C
HCM2kAvgQ:	3	10	18	11	16	0	3	17	17	8	12	3

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 139-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.7
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 0730-0830												
Base Vol:	69	1286	151	118	1165	96	246	475	12	284	474	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:	69	1286	151	118	1165	96	246	475	12	284	474	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1286	151	118	1165	96	246	475	12	284	474	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1286	151	118	1165	96	246	475	12	284	474	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	1286	151	118	1165	96	246	475	12	284	474	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3511	89	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.08	0.07	0.32	0.05	0.14	0.14	0.14	0.17	0.13	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.45	0.45	0.09	0.48	0.48	0.20	0.17	0.17	0.21	0.18	0.18
Volume/Cap:	0.68	0.79	0.19	0.79	0.68	0.11	0.72	0.79	0.79	0.79	0.72	0.33
Delay/Veh:	62.7	26.2	16.6	69.2	21.2	14.4	45.0	46.7	46.7	48.8	42.6	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	26.2	16.6	69.2	21.2	14.4	45.0	46.7	46.7	48.8	42.6	36.2
LOS by Move:	E	C	B	E	C	B	D	D	D	D	D	D
HCM2kAvgQ:	4	19	3	6	15	2	9	10	10	11	9	3

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

EX-AM Tue Nov 14, 2006 19:04:38 Page 140-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.3
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 0745-0845												
Base Vol:	119	980	593	109	1319	158	167	1058	59	476	671	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	980	593	109	1319	158	167	1058	59	476	671	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	980	593	109	1319	158	167	1058	59	476	671	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	980	593	109	1319	158	167	1058	59	476	671	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
Final Vol.:	119	980	593	109	1319	158	167	1058	59	476	671	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.84	0.16	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	5115	285	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.33	0.06	0.24	0.09	0.10	0.21	0.21	0.15	0.19	0.04
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.41	0.41	0.08	0.38	0.38	0.15	0.26	0.26	0.19	0.29	0.29
Volume/Cap:	0.64	0.44	0.80	0.80	0.64	0.23	0.64	0.80	0.80	0.80	0.64	0.15
Delay/Veh:	58.6	25.6	37.4	82.3	31.1	25.4	53.1	45.1	45.1	54.6	38.5	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:	58.6	25.6	37.4	82.3	31.1	25.4	53.1	45.1	45.1	54.6	38.5	31.7
LOS by Move:	E	C	D	F	C	C	D	D	D	D	D	C
HCM2kAvgQ:	6	9	22	6	14	4	7	15	15	12	12	2

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

EX-AM Tue Nov 14, 2006 19:04:39 Page 141-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 0730-0830												
Base Vol:	266	1310	16	172	969	203	496	356	130	8	156	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1310	16	172	969	203	496	356	130	8	156	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1310	16	172	969	203	496	356	130	8	156	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1310	16	172	969	203	496	356	130	8	156	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	266	1310	16	172	969	203	496	356	130	8	156	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.01	0.05	0.18	0.11	0.16	0.10	0.07	0.00	0.04	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.46	0.46	0.10	0.38	0.38	0.29	0.36	0.36	0.01	0.08	0.08
Volume/Cap:	0.47	0.53	0.02	0.53	0.47	0.30	0.53	0.27	0.20	0.27	0.53	0.34
Delay/Veh:	44.9	23.5	17.8	52.9	28.1	26.1	36.1	27.0	26.2	64.0	54.7	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:	44.9	23.5	17.8	52.9	28.1	26.1	36.1	27.0	26.2	64.0	54.7	53.4
LOS by Move:	D	C	B	D	C	C	D	C	C	E	D	D
HCM2kAvgQ:	6	12	0	4	9	5	9	5	3	0	4	2

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

EX-AM Tue Nov 14, 2006 19:04:39 Page 142-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 0715-0815												
Base Vol:	41	614	202	290	414	53	75	540	14	129	544	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	614	202	290	414	53	75	540	14	129	544	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	614	202	290	414	53	75	540	14	129	544	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	614	202	290	414	53	75	540	14	129	544	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	614	202	290	414	53	75	540	14	129	544	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3191	409	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.11	0.17	0.13	0.13	0.04	0.15	0.01	0.08	0.15	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.28	0.28	0.28	0.47	0.47	0.08	0.24	0.24	0.12	0.28	0.28
Volume/Cap:	0.28	0.62	0.41	0.62	0.28	0.28	0.53	0.62	0.03	0.62	0.53	0.49
Delay/Veh:	43.8	32.7	30.0	34.0	16.4	16.4	47.9	35.0	28.9	47.0	30.8	30.5
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:	43.8	32.7	30.0	34.0	16.4	16.4	47.9	35.0	28.9	47.0	30.8	30.5
LOS by Move:	D	C	C	C	B	B	D	D	C	D	C	C
HCM2kAvgQ:	2	9	5	9	5	5	3	9	0	5	8	7

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

EX-AM Tue Nov 14, 2006 19:04:39 Page 143-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 11 May 2005 << 0800-0900												
Base Vol:	9	32	24	230	16	46	78	705	3	11	940	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	32	24	230	16	46	78	705	3	11	940	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	32	24	230	16	46	78	705	3	11	940	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	32	24	230	16	46	78	705	3	11	940	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	32	24	230	16	46	78	705	3	11	940	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.14	0.49	0.37	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	249	886	665	1683	117	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.05	0.20	0.00	0.01	0.26	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.08	0.08	0.30	0.30	0.30	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.46	0.46	0.46	0.46	0.46	0.09	0.08	0.35	0.00	0.01	0.46	0.15
Delay/Veh:	46.5	46.5	46.5	29.3	29.3	25.5	9.9	11.8	9.4	9.5	12.9	10.4
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:	46.5	46.5	46.5	29.3	29.3	25.5	9.9	11.8	9.4	9.5	12.9	10.4
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	3	3	3	7	7	1	1	6	0	0	9	2

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

EX-AM Tue Nov 14, 2006 19:04:39 Page 144-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 11 May 2005 << 0800-0900												
Base Vol:	144	72	82	18	49	25	37	1115	85	92	1471	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	72	82	18	49	25	37	1115	85	92	1471	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	72	82	18	49	25	37	1115	85	92	1471	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	72	82	18	49	25	37	1115	85	92	1471	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	72	82	18	49	25	37	1115	85	92	1471	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.96	0.04
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5017	382	1700	5331	69
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.05	0.01	0.03	0.01	0.02	0.22	0.22	0.05	0.28	0.28
Crit Moves:	****										****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.38	0.18	0.20	0.05	0.12	0.06	0.03	0.30	0.30	0.07	0.38	0.38
Delay/Veh:	33.4	31.5	31.7	30.4	31.0	30.5	3.6	4.6	4.6	3.8	4.9	4.9
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:	33.4	31.5	31.7	30.4	31.0	30.5	3.6	4.6	4.6	3.8	4.9	4.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	2	2	0	1	1	0	4	4	1	6	6

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

EX-AM Tue Nov 14, 2006 19:04:39 Page 145-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	0	1	0	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module: >> Count Date: 20 Apr 2005 << 0745-0845																				
Base Vol:	54	35	68		15	26	2		20	1295	53		44	1166	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	54	35	68		15	26	2		20	1295	53		44	1166	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	54	35	68		15	26	2		20	1295	53		44	1166	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	35	68		15	26	2		20	1295	53		44	1166	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	54	35	68		15	26	2		20	1295	53		44	1166	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00		0.37	0.63	1.00		1.00	2.00	1.00		1.00	1.98	0.02	
Final Sat.:	1700	1800	1800		659	1141	1800		1700	3600	1800		1700	3563	37	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.04		0.02	0.02	0.00		0.01	0.36	0.03		0.03	0.33	0.33	
Crit Moves:			****							****						
Green/Cycle:	0.09	0.09	0.09		0.09	0.09	0.09		0.87	0.87	0.87		0.87	0.87	0.87	
Volume/Cap:	0.35	0.21	0.41		0.25	0.25	0.01		0.01	0.41	0.03		0.03	0.38	0.38	
Delay/Veh:	44.0	42.8	44.6		43.1	43.1	41.4		0.9	1.4	0.9		0.9	1.4	1.4	
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:	44.0	42.8	44.6		43.1	43.1	41.4		0.9	1.4	0.9		0.9	1.4	1.4	
LOS by Move:	D	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	2	1	3		1	1	0		0	5	0		0	4	4	

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

EX-AM Tue Nov 14, 2006 19:04:39 Page 146-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0730-0830																				
Base Vol:	175	453	26		194	477	161		109	532	76		65	764	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	175	453	26		194	477	161		109	532	76		65	764	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	175	453	26		194	477	161		109	532	76		65	764	138	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	453	26		194	477	161		109	532	76		65	764	138	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	175	453	26		194	477	161		109	532	76		65	764	138	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.89	0.11		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3405	195		1700	3600	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.13	0.13		0.11	0.13	0.09		0.06	0.15	0.04		0.04	0.21	0.08	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.19	0.23	0.23		0.20	0.24	0.24		0.11	0.39	0.39		0.10	0.37	0.37	
Volume/Cap:	0.54	0.57	0.57		0.57	0.54	0.37		0.57	0.38	0.11		0.38	0.57	0.21	
Delay/Veh:	38.5	34.8	34.8		38.3	33.6	31.9		46.1	22.3	19.8		43.6	25.5	21.4	
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:	38.5	34.8	34.8		38.3	33.6	31.9		46.1	22.3	19.8		43.6	25.5	21.4	
LOS by Move:	D	C	C		D	C	C		D	C	B		D	C	C	
HCM2kAvgQ:	6	7	7		7	7	4		4	6	2		2	10	3	

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

EX-AM Tue Nov 14, 2006 19:04:39 Page 147-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0	1	0	1	1	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0730-0830																
Base Vol:	97	453	59		40	480	35		47	125	94		91	208	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	97	453	59		40	480	35		47	125	94		91	208	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	453	59		40	480	35		47	125	94		91	208	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	453	59		40	480	35		47	125	94		91	208	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	97	453	59		40	480	35		47	125	94		91	208	110	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.35	1.65	1.00		0.15	1.85	1.00		0.27	0.73	1.00		0.30	0.70	1.00	
Final Sat.:	635	2965	1800		277	3323	1800		492	1308	1800		548	1252	1800	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.03		0.14	0.14	0.02		0.10	0.10	0.05		0.17	0.17	0.06	
Crit Moves:		****												****		
Green/Cycle:	0.46	0.46	0.46		0.46	0.46	0.46		0.50	0.50	0.50		0.50	0.50	0.50	
Volume/Cap:	0.33	0.33	0.07		0.31	0.31	0.04		0.19	0.19	0.10		0.33	0.33	0.12	
Delay/Veh:	17.3	17.3	15.1		17.2	17.2	14.9		13.9	13.9	13.2		15.2	15.2	13.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.3	17.3	15.1		17.2	17.2	14.9		13.9	13.9	13.2		15.2	15.2	13.4	
LOS by Move:	B	B	B		B	B	B		B	B	B		B	B	B	
HCM2kAvgQ:	6	6	1		5	5	1		3	3	2		6	6	2	

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 148-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module: >> Count Date: 7 Apr 2005 << 0730-0830																
Base Vol:	36	279	67		116	434	29		34	818	41		176	1051	56	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	279	67		116	434	29		34	818	41		176	1051	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	279	67		116	434	29		34	818	41		176	1051	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	279	67		116	434	29		34	818	41		176	1051	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	
Final Vol.:	36	279	67		116	434	29		34	818	41		176	1051	56	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	1.87	0.13		1.00	2.86	0.14		1.00	2.85	0.15	
Final Sat.:	1700	3600	1800		1700	3375	225		1700	5142	258		1700	5127	273	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.08	0.04		0.07	0.13	0.13		0.02	0.16	0.16		0.10	0.21	0.21	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.05	0.17	0.17		0.15	0.28	0.28		0.05	0.36	0.36		0.23	0.54	0.54	
Volume/Cap:	0.46	0.44	0.21		0.44	0.46	0.46		0.38	0.44	0.44		0.44	0.38	0.38	
Delay/Veh:	50.6	37.4	35.7		39.6	29.9	29.9		48.5	24.6	24.6		33.6	13.4	13.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.6	37.4	35.7		39.6	29.9	29.9		48.5	24.6	24.6		33.6	13.4	13.4	
LOS by Move:	D	D	D		D	C	C		D	C	C		C	B	B	
HCM2kAvgQ:	2	4	2		4	6	6		2	7	7		5	7	7	

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 149-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830												
Base Vol:	76	287	81	92	625	78	58	220	66	199	405	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	287	81	92	625	78	58	220	66	199	405	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	287	81	92	625	78	58	220	66	199	405	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	287	81	92	625	78	58	220	66	199	405	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
Final Vol.:	76	287	81	92	625	78	58	220	66	199	405	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.56	0.44	1.00	1.78	0.22	1.00	1.54	0.46	1.00	1.56	0.44
Final Sat.:	1700	2808	792	1700	3201	399	1700	2769	831	1700	2815	785
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.10	0.05	0.20	0.20	0.03	0.08	0.08	0.12	0.14	0.14
Crit Moves:					****						****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.08	0.18	0.18	0.10	0.35	0.35	0.08	0.20	0.20	0.29	0.35	0.35
Delay/Veh:	10.5	11.2	11.2	10.6	12.5	12.5	18.2	19.1	19.1	20.1	20.7	20.7
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:	10.5	11.2	11.2	10.6	12.5	12.5	18.2	19.1	19.1	20.1	20.7	20.7
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	3	3	1	6	6	1	3	3	5	6	6

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 150-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 0730-0830												
Base Vol:	78	286	121	128	594	226	71	1435	152	125	939	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:	78	286	121	128	594	226	71	1435	152	125	939	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	286	121	128	594	226	71	1435	152	125	939	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	286	121	128	594	226	71	1435	152	125	939	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	286	121	128	594	226	71	1435	152	125	939	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.45	0.55	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2608	992	1700	5400	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.07	0.08	0.23	0.23	0.04	0.27	0.08	0.07	0.26	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.20	0.20	0.19	0.35	0.35	0.07	0.40	0.40	0.11	0.45	0.45
Volume/Cap:	0.66	0.40	0.34	0.40	0.66	0.66	0.59	0.66	0.21	0.66	0.59	0.07
Delay/Veh:	60.2	35.4	35.1	36.6	28.9	28.9	52.3	24.9	19.5	50.7	21.4	15.9
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:	60.2	35.4	35.1	36.6	28.9	28.9	52.3	24.9	19.5	50.7	21.4	15.9
LOS by Move:	E	D	D	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	3	4	4	4	12	12	3	13	3	5	12	1

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 151-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.245
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.7
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 12 Apr 2005 << 0745-0845												
Base Vol:	0	650	292	86	788	0	0	0	0	19	0	18
Growth Adj:	1.00	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	650	292	86	788	0	0	0	0	19	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	650	292	86	788	0	0	0	0	19	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	292	86	788	0	0	0	0	19	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	650	292	86	788	0	0	0	0	19	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.16	0.05	0.22	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		
Green/Cycle:	0.00	0.89	0.89	0.89	0.89	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Volume/Cap:	0.00	0.20	0.18	0.06	0.24	0.00	0.00	0.00	0.00	0.24	0.00	0.22
Delay/Veh:	0.0	0.7	0.7	0.6	0.8	0.0	0.0	0.0	0.0	47.7	0.0	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.7	0.6	0.8	0.0	0.0	0.0	0.0	47.7	0.0	47.3
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	1	1	0	2	0	0	0	0	1	0	1

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 152-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 0730-0830												
Base Vol:	74	637	93	66	576	167	197	67	74	50	794	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	637	93	66	576	167	197	67	74	50	794	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	637	93	66	576	167	197	67	74	50	794	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	637	93	66	576	167	197	67	74	50	794	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	637	93	66	576	167	197	67	74	50	794	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2791	809	3200	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.05	0.04	0.21	0.21	0.06	0.04	0.04	0.03	0.22	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.12	0.31	0.31	0.22	0.42	0.42
Volume/Cap:	0.11	0.46	0.13	0.10	0.53	0.53	0.53	0.12	0.13	0.13	0.53	0.07
Delay/Veh:	19.6	22.9	19.8	19.5	23.9	23.9	43.1	24.8	25.0	31.4	22.3	17.7
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:	19.6	22.9	19.8	19.5	23.9	23.9	43.1	24.8	25.0	31.4	22.3	17.7
LOS by Move:	B	C	B	B	C	C	D	C	C	C	C	B
HCM2kAvgQ:	2	8	2	1	9	9	4	2	2	1	10	1

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 153-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.219
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	0 1 0	0	1	0 1 0	0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0800-0900												
Base Vol:	88	676	76	100	215	86	22	18	21	7	14	6
Growth Adj:	1.00	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	676	76	100	215	86	22	18	21	7	14	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	676	76	100	215	86	22	18	21	7	14	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	676	76	100	215	86	22	18	21	7	14	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	676	76	100	215	86	22	18	21	7	14	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.45	1.00	0.33	0.67	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	990	810	1800	600	1200	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.04	0.06	0.06	0.05	0.02	0.02	0.01	0.01	0.01	0.00
Crit Moves:		****						****				
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.06	0.22	0.05	0.07	0.07	0.06	0.22	0.22	0.11	0.11	0.11	0.03
Delay/Veh:	1.1	1.3	1.1	1.1	1.1	1.1	41.9	41.9	41.1	41.1	41.1	40.6
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:	1.1	1.3	1.1	1.1	1.1	1.1	41.9	41.9	41.1	41.1	41.1	40.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	0	1	1	0	1	1	1	1	1	0

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 154-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	0	1	0 0 0	0	0	0 0 2	0	1	1 0 2	0	0
Volume Module: >> Count Date: 24 Mar 2005 << 0730-0830												
Base Vol:	101	0	218	0	0	0	0	785	162	140	525	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	0	218	0	0	0	0	785	162	140	525	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	0	218	0	0	0	0	785	162	140	525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	218	0	0	0	0	785	162	140	525	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
Final Vol.:	101	0	218	0	0	0	0	785	162	140	525	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.00	0.00	0.00	0.00	0.22	0.09	0.08	0.15	0.00
Crit Moves:			****					****				
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.17	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.15	0.13	0.24	0.00
Delay/Veh:	23.1	0.0	24.9	0.0	0.0	0.0	0.0	9.5	8.1	8.0	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	0.0	24.9	0.0	0.0	0.0	0.0	9.5	8.1	8.0	8.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	5	0	0	0	0	6	2	2	4	0

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

EX-AM Tue Nov 14, 2006 19:04:40 Page 155-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module: >> Count Date: 30 Mar 2005 << 0715-0815												
Base Vol:	0	0	0	104	0	50	54	1097	0	0	906	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	104	0	50	54	1097	0	0	906	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	104	0	50	54	1097	0	0	906	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	50	54	1097	0	0	906	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	104	0	50	54	1097	0	0	906	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.03	0.30	0.00	0.00	0.25	0.04
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.80	0.80	0.00	0.00	0.80	0.80
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.17	0.04	0.38	0.00	0.00	0.31	0.05
Delay/Veh:	0.0	0.0	0.0	38.4	0.0	36.5	2.1	3.0	0.0	0.0	2.7	2.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.4	0.0	36.5	2.1	3.0	0.0	0.0	2.7	2.1
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	0	5	0	0	4	1

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 156-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 30 Mar 2005 << 0730-0830												
Base Vol:	45	15	25	99	17	42	60	1083	101	54	912	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	15	25	99	17	42	60	1083	101	54	912	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	15	25	99	17	42	60	1083	101	54	912	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	15	25	99	17	42	60	1083	101	54	912	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	15	25	99	17	42	60	1083	101	54	912	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.06	0.01	0.02	0.04	0.20	0.06	0.02	0.17	0.04
Crit Moves:				****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.13	0.68	0.68	0.06	0.61	0.61
Volume/Cap:	0.13	0.04	0.07	0.29	0.05	0.12	0.28	0.29	0.08	0.29	0.28	0.07
Delay/Veh:	33.2	32.4	32.6	34.6	32.5	33.0	40.1	6.3	5.3	46.1	9.0	7.8
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:	33.2	32.4	32.6	34.6	32.5	33.0	40.1	6.3	5.3	46.1	9.0	7.8
LOS by Move:	C	C	C	C	C	C	D	A	A	D	A	A
HCM2kAvgQ:	1	0	1	3	0	1	2	5	1	1	5	1

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 157-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830												
Base Vol:	116	919	255	257	884	83	89	844	144	343	1145	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	919	255	257	884	83	89	844	144	343	1145	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	919	255	257	884	83	89	844	144	343	1145	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	919	255	257	884	83	89	844	144	343	1145	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	919	255	257	884	83	89	844	144	343	1145	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.43	0.57
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5400	1800	1700	4379	1021
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.14	0.08	0.25	0.05	0.05	0.16	0.08	0.20	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.34	0.34	0.11	0.35	0.35	0.08	0.21	0.21	0.27	0.40	0.40
Volume/Cap:	0.69	0.74	0.41	0.74	0.69	0.13	0.65	0.74	0.38	0.74	0.65	0.65
Delay/Veh:	64.4	37.2	30.6	60.3	34.9	26.4	64.2	47.0	41.3	46.3	29.8	29.8
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:	64.4	37.2	30.6	60.3	34.9	26.4	64.2	47.0	41.3	46.3	29.8	29.8
LOS by Move:	E	D	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	6	17	8	7	15	2	5	12	5	14	15	15

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 158-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 0730-0830												
Base Vol:	75	669	65	125	773	131	78	289	63	103	416	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	669	65	125	773	131	78	289	63	103	416	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	669	65	125	773	131	78	289	63	103	416	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	669	65	125	773	131	78	289	63	103	416	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	669	65	125	773	131	78	289	63	103	416	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2956	644	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.04	0.07	0.21	0.07	0.05	0.10	0.10	0.06	0.12	0.09
Crit Moves:					****						****	
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.07	0.30	0.06	0.12	0.34	0.12	0.14	0.29	0.29	0.18	0.34	0.26
Delay/Veh:	7.4	8.8	7.4	7.7	9.1	7.7	23.2	24.6	24.6	23.6	25.1	24.4
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:	7.4	8.8	7.4	7.7	9.1	7.7	23.2	24.6	24.6	23.6	25.1	24.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	1	2	6	2	2	4	4	2	5	4

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 159-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.0
Optimal Cycle: 66 Level Of Service: D

Approach:	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			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 5 Apr 2005 << 0730-0830												
Base Vol:	149	965	117	106	1323	485	203	843	555	304	759	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	965	117	106	1323	485	203	843	555	304	759	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	965	117	106	1323	485	203	843	555	304	759	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	965	117	106	1323	485	203	843	555	304	759	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
Final Vol.:	149	965	117	106	1323	485	203	843	555	304	759	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.20	0.80	2.00	3.00	1.00	2.00	2.81	0.19
Final Sat.:	3200	5400	1800	3200	3951	1449	3200	5400	1800	3200	5054	346
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.07	0.03	0.33	0.33	0.06	0.16	0.31	0.10	0.15	0.15
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.41	0.53	0.08	0.42	0.42	0.13	0.33	0.39	0.12	0.32	0.32
Volume/Cap:	0.79	0.44	0.12	0.44	0.79	0.79	0.47	0.47	0.79	0.79	0.47	0.47
Delay/Veh:	75.6	25.8	14.4	54.3	31.9	31.9	48.9	32.0	38.4	61.9	33.1	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:	75.6	25.8	14.4	54.3	31.9	31.9	48.9	32.0	38.4	61.9	33.1	33.1
LOS by Move:	E	C	B	D	C	C	D	C	D	E	C	C
HCM2kAvgQ:	5	9	2	3	22	22	5	9	20	8	9	9

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 160-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 0745-0845												
Base Vol:	76	1411	17	52	1765	283	21	0	11	9	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1411	17	52	1765	283	21	0	11	9	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1411	17	52	1765	283	21	0	11	9	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1411	17	52	1765	283	21	0	11	9	0	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
Final Vol.:	76	1411	17	52	1765	283	21	0	11	9	0	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1800	0	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.01	0.03	0.33	0.16	0.01	0.00	0.01	0.01	0.00	0.02
Crit Moves:	****				****							****
Green/Cycle:	0.11	0.81	0.81	0.09	0.79	0.79	0.04	0.00	0.04	0.04	0.00	0.04
Volume/Cap:	0.41	0.32	0.01	0.32	0.41	0.20	0.32	0.00	0.17	0.13	0.00	0.41
Delay/Veh:	43.1	2.5	1.8	43.4	3.2	2.6	49.8	0.0	47.9	47.4	0.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	2.5	1.8	43.4	3.2	2.6	49.8	0.0	47.9	47.4	0.0	51.3
LOS by Move:	D	A	A	D	A	A	D	A	D	D	A	D
HCM2kAvgQ:	3	4	0	2	6	2	1	0	1	0	0	1

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 161-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 0715-0815												
Base Vol:	90	1270	16	44	902	690	182	4	77	20	44	131
Growth Adj:	1.00	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	1270	16	44	902	690	182	4	77	20	44	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1270	16	44	902	690	182	4	77	20	44	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1270	16	44	902	690	182	4	77	20	44	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	1270	16	44	902	690	182	4	77	20	44	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.96	0.04	1.00	0.10	0.23	0.67
Final Sat.:	1700	3600	1800	1700	3600	1800	3425	75	1800	185	406	1209
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.01	0.03	0.25	0.38	0.05	0.05	0.04	0.11	0.11	0.11
Crit Moves:						****		****		****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.09	0.09	0.09	0.19	0.19	0.19
Volume/Cap:	0.08	0.53	0.01	0.04	0.38	0.58	0.58	0.58	0.47	0.58	0.58	0.58
Delay/Veh:	6.1	9.1	5.8	5.9	7.7	9.6	46.2	46.2	45.2	39.6	39.6	39.6
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:	6.1	9.1	5.8	5.9	7.7	9.6	46.2	46.2	45.2	39.6	39.6	39.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	11	0	1	7	12	4	4	3	7	7	7

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 162-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 0800-0900												
Base Vol:	74	1274	22	27	813	56	56	455	74	20	540	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1274	22	27	813	56	56	455	74	20	540	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1274	22	27	813	56	56	455	74	20	540	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1274	22	27	813	56	56	455	74	20	540	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	1274	22	27	813	56	56	455	74	20	540	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.01	0.02	0.15	0.03	0.03	0.08	0.04	0.01	0.10	0.01
Crit Moves:		****					****				****	
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.77	0.07	0.23	0.23	0.03	0.20	0.20
Volume/Cap:	0.06	0.50	0.02	0.02	0.21	0.04	0.50	0.36	0.18	0.36	0.50	0.06
Delay/Veh:	5.6	8.4	5.4	5.4	6.3	3.3	57.8	38.9	37.1	60.9	43.2	39.1
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:	5.6	8.4	5.4	5.4	6.3	3.3	57.8	38.9	37.1	60.9	43.2	39.1
LOS by Move:	A	A	A	A	A	A	E	D	D	E	D	D
HCM2kAvgQ:	1	11	0	0	4	1	3	5	2	1	7	1

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

EX-AM Tue Nov 14, 2006 19:04:41 Page 163-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 12 Apr 2005 << 0745-0845												
Base Vol:	101	1231	19	31	778	35	130	52	51	26	66	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1231	19	31	778	35	130	52	51	26	66	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1231	19	31	778	35	130	52	51	26	66	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1231	19	31	778	35	130	52	51	26	66	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	1231	19	31	778	35	130	52	51	26	66	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.71	0.29	1.00	0.19	0.47	0.34
Final Sat.:	1700	3600	1800	1700	5168	232	1286	514	1800	334	849	617
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.01	0.02	0.15	0.15	0.10	0.10	0.03	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.08	0.46	0.01	0.02	0.20	0.20	0.46	0.46	0.13	0.36	0.36	0.36
Delay/Veh:	3.6	5.2	3.4	3.4	4.0	4.0	34.8	34.8	31.5	33.6	33.6	33.6
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:	3.6	5.2	3.4	3.4	4.0	4.0	34.8	34.8	31.5	33.6	33.6	33.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	8	0	0	3	3	5	5	1	4	4	4

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

EX-AM Tue Nov 14, 2006 19:04:42 Page 164-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 0745-0845												
Base Vol:	120	1211	125	65	621	107	99	695	122	164	980	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1211	125	65	621	107	99	695	122	164	980	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1211	125	65	621	107	99	695	122	164	980	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1211	125	65	621	107	99	695	122	164	980	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
Final Vol.:	120	1211	125	65	621	107	99	695	122	164	980	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.07	0.04	0.17	0.06	0.06	0.19	0.07	0.10	0.27	0.09
Crit Moves:		****									****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.13	0.63	0.13	0.07	0.32	0.11	0.13	0.45	0.16	0.22	0.63	0.21
Delay/Veh:	14.1	20.3	14.0	13.6	15.8	13.9	20.6	24.2	20.8	21.6	27.4	21.4
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:	14.1	20.3	14.0	13.6	15.8	13.9	20.6	24.2	20.8	21.6	27.4	21.4
LOS by Move:	B	C	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	17	2	1	7	2	2	9	3	4	15	4

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

EX-AM Tue Nov 14, 2006 19:04:42 Page 165-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	6	1351	31	2	886	46	116	102	76	49	164	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:	6	1351	31	2	886	46	116	102	76	49	164	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1351	31	2	886	46	116	102	76	49	164	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1351	31	2	886	46	116	102	76	49	164	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	1351	31	2	886	46	116	102	76	49	164	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.39	0.35	0.26	0.18	0.59	0.23
Final Sat.:	1700	3600	1800	1700	3600	1800	710	624	465	317	1062	421
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.02	0.00	0.25	0.03	0.16	0.16	0.16	0.15	0.15	0.15
Crit Moves:		****						****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.01	0.56	0.03	0.00	0.37	0.04	0.56	0.56	0.56	0.53	0.53	0.53
Delay/Veh:	5.5	9.1	5.6	5.5	7.4	5.6	31.4	31.4	31.4	30.8	30.8	30.8
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:	5.5	9.1	5.6	5.5	7.4	5.6	31.4	31.4	31.4	30.8	30.8	30.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	12	0	0	6	0	9	9	9	8	8	8

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

EX-AM Tue Nov 14, 2006 19:04:42 Page 166-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	147	1340	126	52	1064	34	55	303	104	279	485	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1340	126	52	1064	34	55	303	104	279	485	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	1340	126	52	1064	34	55	303	104	279	485	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1340	126	52	1064	34	55	303	104	279	485	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	1340	126	52	1064	34	55	303	104	279	485	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.07	0.03	0.30	0.02	0.03	0.08	0.06	0.16	0.13	0.05
Crit Moves:		****								****		
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.13	0.56	0.11	0.05	0.44	0.03	0.11	0.29	0.20	0.56	0.46	0.18
Delay/Veh:	6.1	9.2	6.0	5.8	8.0	5.7	25.9	27.4	26.7	31.3	29.1	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:	6.1	9.2	6.0	5.8	8.0	5.7	25.9	27.4	26.7	31.3	29.1	26.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	12	1	1	8	0	1	4	3	9	7	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #166 Western Ave/Plaza Del Amo

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: F[100.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 1			1 0 2 0 1			0 0 0 0 1			0 0 1! 0 0		
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	6	1541	30	18	1430	14	0	0	2	11	0	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1541	30	18	1430	14	0	0	2	11	0	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1541	30	18	1430	14	0	0	2	11	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	1541	30	18	1430	14	0	0	2	11	0	87
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1444	xxxx	xxxxx	1571	xxxx	xxxxx	xxxx	xxxx	715	2304	xxxx	771
Potent Cap.:	476	xxxx	xxxxx	425	xxxx	xxxxx	xxxx	xxxx	378	21	xxxx	347
Move Cap.:	476	xxxx	xxxxx	425	xxxx	xxxxx	xxxx	xxxx	378	20	xxxx	347
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	0.01	0.54	xxxx	0.25
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx
Control Del:	12.7	xxxx	xxxxx	13.8	xxxx	xxxxx	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	123	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			14.6			100.0		
ApproachLOS:	*			*			B			F		

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.5
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 0 2 1 0			1 0 2 1 0		
Volume Module: >> Count Date: 12 Apr 2005 << 0730-0830												
Base Vol:	195	1372	190	96	1255	196	245	1200	76	285	1406	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:	195	1372	190	96	1255	196	245	1200	76	285	1406	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1372	190	96	1255	196	245	1200	76	285	1406	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1372	190	96	1255	196	245	1200	76	285	1406	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	195	1372	190	96	1255	196	245	1200	76	285	1406	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.64	0.36	1.00	2.59	0.41	1.00	2.82	0.18	1.00	2.67	0.33
Final Sat.:	1700	4743	657	1700	4671	729	1700	5078	322	1700	4799	601
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.06	0.27	0.27	0.14	0.24	0.24	0.17	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.36	0.36	0.07	0.31	0.31	0.16	0.29	0.29	0.21	0.33	0.33
Volume/Cap:	0.88	0.79	0.79	0.79	0.88	0.88	0.88	0.81	0.81	0.81	0.88	0.88
Delay/Veh:	81.7	36.3	36.3	83.9	45.3	45.3	74.7	42.9	42.9	58.8	43.1	43.1
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:	81.7	36.3	36.3	83.9	45.3	45.3	74.7	42.9	42.9	58.8	43.1	43.1
LOS by Move:	F	D	D	F	D	D	E	D	D	E	D	D
HCM2kAvgQ:	11	20	20	6	21	21	13	17	17	13	22	22

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

EX-AM Tue Nov 14, 2006 19:04:42 Page 169-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: F[105.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module: >> Count Date: 12 May 2005 << 0715-0815												
Base Vol:	182	1339	7	10	984	93	18	0	56	0	0	75
Growth Adj:	1.00	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	1339	7	10	984	93	18	0	56	0	0	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1339	7	10	984	93	18	0	56	0	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	182	1339	7	10	984	93	18	0	56	0	0	75
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1077	xxxx	xxxxx	1346	xxxx	xxxxx	2038	xxxx	492	xxxx	xxxx	670
Potent Cap.:	655	xxxx	xxxxx	518	xxxx	xxxxx	34	xxxx	528	xxxx	xxxx	405
Move Cap.:	655	xxxx	xxxxx	518	xxxx	xxxxx	21	xxxx	528	xxxx	xxxx	405
Volume/Cap:	0.28	xxxx	xxxx	0.02	xxxx	xxxx	0.84	xxxx	0.11	xxxx	xxxx	0.19
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.7
Control Del:	12.6	xxxx	xxxxx	12.1	xxxx	xxxxx	xxxxx	xxxx	12.6	xxxxx	xxxx	15.9
LOS by Move:	B	*	*	B	*	*	*	*	B	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx	0	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	393.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			105.1			15.9		
ApproachLOS:	*			*			F			C		

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

EX-AM Tue Nov 14, 2006 19:04:42 Page 170-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: >> Count Date: 11 May 2005 << 0730-0830												
Base Vol:	141	6	133	13	1	18	20	1252	80	72	968	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	6	133	13	1	18	20	1252	80	72	968	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	6	133	13	1	18	20	1252	80	72	968	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	6	133	13	1	18	20	1252	80	72	968	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	6	133	13	1	18	20	1252	80	72	968	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.96	0.04	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1727	73	1800	1671	129	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.07	0.01	0.01	0.01	0.01	0.35	0.04	0.04	0.27	0.01
Crit Moves:		****						****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.45	0.45	0.40	0.04	0.04	0.05	0.02	0.45	0.06	0.05	0.35	0.02
Delay/Veh:	37.4	37.4	36.9	33.7	33.7	33.8	2.5	3.9	2.6	2.6	3.5	2.5
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:	37.4	37.4	36.9	33.7	33.7	33.8	2.5	3.9	2.6	2.6	3.5	2.5
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	4	0	0	0	0	7	1	1	5	0

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

EX-AM Tue Nov 14, 2006 19:04:42 Page 171-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 31 Mar 2005 << 0730-0830												
Base Vol:	62	172	36	77	167	38	55	602	35	129	1308	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	172	36	77	167	38	55	602	35	129	1308	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	172	36	77	167	38	55	602	35	129	1308	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	172	36	77	167	38	55	602	35	129	1308	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	172	36	77	167	38	55	602	35	129	1308	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.26	0.74	1.00	0.32	0.68	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	477	1323	1800	568	1232	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.14	0.14	0.02	0.03	0.17	0.02	0.08	0.36	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.48	0.48	0.22	0.64	0.64
Volume/Cap:	0.54	0.54	0.08	0.57	0.57	0.09	0.57	0.35	0.04	0.35	0.57	0.05
Delay/Veh:	34.6	34.6	29.6	35.2	35.2	29.6	53.4	16.3	13.7	33.6	10.3	6.6
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:	34.6	34.6	29.6	35.2	35.2	29.6	53.4	16.3	13.7	33.6	10.3	6.6
LOS by Move:	C	C	C	D	D	C	D	B	B	C	B	A
HCM2kAvgQ:	7	7	1	8	8	1	3	6	1	4	12	1

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

EX-AM Tue Nov 14, 2006 19:04:43 Page 172-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 30 Mar 2005 << 0730-0830												
Base Vol:	31	112	25	71	170	100	85	529	33	69	579	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	112	25	71	170	100	85	529	33	69	579	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	112	25	71	170	100	85	529	33	69	579	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	112	25	71	170	100	85	529	33	69	579	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	112	25	71	170	100	85	529	33	69	579	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.18	0.67	0.15	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.74	0.26
Final Sat.:	332	1200	268	1700	1800	1800	1700	3389	211	1700	3139	461
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.09	0.06	0.05	0.16	0.16	0.04	0.18	0.18
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.29	0.29	0.29	0.13	0.29	0.17	0.08	0.25	0.25	0.06	0.29	0.29
Delay/Veh:	25.4	25.4	25.4	23.9	25.4	24.3	7.0	8.0	8.0	7.0	8.2	8.2
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:	25.4	25.4	25.4	23.9	25.4	24.3	7.0	8.0	8.0	7.0	8.2	8.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	2	4	2	1	4	4	1	5	5

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

Weekday Mid-Day Peak Hour

EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 3-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 12 Apr 2005 << 1245-1345												
Base Vol:	57	25	44	18	9	50	95	823	50	47	970	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	25	44	18	9	50	95	823	50	47	970	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	25	44	18	9	50	95	823	50	47	970	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	25	44	18	9	50	95	823	50	47	970	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	25	44	18	9	50	95	823	50	47	970	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.36	0.64	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1700	652	1148	1700	1800	1800	1700	3600	1800	1700	3471	129
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.01	0.01	0.03	0.06	0.23	0.03	0.03	0.28	0.28
Crit Moves:		****									****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.84	0.84	0.84	0.84	0.84	0.84
Volume/Cap:	0.29	0.33	0.33	0.09	0.04	0.24	0.07	0.27	0.03	0.03	0.33	0.33
Delay/Veh:	41.3	41.6	41.6	39.7	39.4	40.8	1.3	1.6	1.3	1.3	1.7	1.7
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:	41.3	41.6	41.6	39.7	39.4	40.8	1.3	1.6	1.3	1.3	1.7	1.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	0	2	1	3	0	0	4	4

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

EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 4-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 2.9
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 10 May 2005 << 1300-1400												
Base Vol:	0	0	0	65	0	17	13	1237	0	0	1322	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	65	0	17	13	1237	0	0	1322	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	17	13	1237	0	0	1322	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	17	13	1237	0	0	1322	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	65	0	17	13	1237	0	0	1322	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.89	0.11
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5211	189
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.23	0.00	0.00	0.25	0.25
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.07	0.03	0.87	0.00	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.14	0.30	0.26	0.00	0.00	0.30	0.30
Delay/Veh:	0.0	0.0	0.0	45.1	0.0	44.4	51.7	1.1	0.0	0.0	1.6	1.6
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:	0.0	0.0	0.0	45.1	0.0	44.4	51.7	1.1	0.0	0.0	1.6	1.6
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	2	0	0	3	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 5-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 18 Level Of Service: A

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module: >> Count Date: 5 Apr 2005 << 1215-1315																								
Base Vol:	77		0		34		0		0		0		0		951		116		47		1092		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:	77		0		34		0		0		0		0		951		116		47		1092		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	77		0		34		0		0		0		0		951		116		47		1092		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	77		0		34		0		0		0		0		951		116		47		1092		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	
Final Vol.:	77		0		34		0		0		0		0		951		116		47		1092		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	1700		0		1800		0		0		0		0		3600		1800		1700		3600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.00		0.02		0.00		0.00		0.00		0.00		0.26		0.06		0.03		0.30		0.00	
Crit Moves:	****																				****			
Green/Cycle:	0.12		0.00		0.12		0.00		0.00		0.00		0.00		0.84		0.84		0.84		0.84		0.00	
Volume/Cap:	0.36		0.00		0.15		0.00		0.00		0.00		0.00		0.32		0.08		0.03		0.36		0.00	
Delay/Veh:	41.2		0.0		39.4		0.0		0.0		0.0		0.0		1.9		1.5		1.4		2.0		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:	41.2		0.0		39.4		0.0		0.0		0.0		0.0		1.9		1.5		1.4		2.0		0.0	
LOS by Move:	D		A		D		A		A		A		A		A		A		A		A		A	
HCM2kAvgQ:	3		0		1		0		0		0		0		4		1		0		4		0	

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 6-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #4 Airport Dr/Pacific Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 28 Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		1	1	0	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330																								
Base Vol:	259		11		70		19		4		6		31		1637		115		28		1685		14	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	259		11		70		19		4		6		31		1637		115		28		1685		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	259		11		70		19		4		6		31		1637		115		28		1685		14	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	259		11		70		19		4		6		31		1637		115		28		1685		14	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	259		11		70		19		4		6		31		1637		115		28		1685		14	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.92		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.96		0.04		1.00		1.66		0.34		1.00		1.00		2.80		0.20		1.00		2.98		0.02	
Final Sat.:	1727		73		1800		2891		609		1800		1700		5046		354		1700		5356		44	
Capacity Analysis Module:																								
Vol/Sat:	0.15		0.15		0.04		0.01		0.01		0.00		0.02		0.32		0.32		0.02		0.31		0.31	
Crit Moves:			****				****								****									
Green/Cycle:	0.29		0.29		0.29		0.01		0.01		0.01		0.63		0.63		0.63		0.63		0.63		0.63	
Volume/Cap:	0.51		0.51		0.13		0.51		0.51		0.26		0.03		0.51		0.51		0.03		0.50		0.50	
Delay/Veh:	30.2		30.2		26.1		58.6		58.6		54.8		6.8		10.0		10.0		6.8		9.9		9.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	30.2		30.2		26.1		58.6		58.6		54.8		6.8		10.0		10.0		6.8		9.9		9.9	
LOS by Move:	C		C		C		E		E		D		A		B		B		A		A		A	
HCM2kAvgQ:	8		8		2		1		1		0		0		10		10		0		10		10	

****

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 7-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1300-1400												
Base Vol:	35	35	61	31	27	48	52	1073	45	72	988	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	35	61	31	27	48	52	1073	45	72	988	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	35	61	31	27	48	52	1073	45	72	988	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	61	31	27	48	52	1073	45	72	988	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	35	61	31	27	48	52	1073	45	72	988	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.58	0.51	0.91	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1700	1800	1800	1053	917	1630	1700	5400	1800	1700	5195	205
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.03	0.03	0.03	0.03	0.20	0.03	0.04	0.19	0.19
Crit Moves:			****					****		****		
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.68	0.68	0.14	0.71	0.71
Volume/Cap:	0.18	0.17	0.29	0.25	0.25	0.25	0.27	0.29	0.04	0.29	0.27	0.27
Delay/Veh:	40.3	40.2	41.2	40.6	40.6	40.6	41.2	6.5	5.3	38.8	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	40.2	41.2	40.6	40.6	40.6	41.2	6.5	5.3	38.8	5.2	5.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	1	2	2	2	2	2	5	0	2	4	4

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

EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 8-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 1245-1345												
Base Vol:	8	4	19	63	10	49	40	739	11	27	785	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	4	19	63	10	49	40	739	11	27	785	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	4	19	63	10	49	40	739	11	27	785	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	19	63	10	49	40	739	11	27	785	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	4	19	63	10	49	40	739	11	27	785	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.67	0.33	1.00	0.52	0.08	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1200	600	1800	930	148	723	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.02	0.21	0.01	0.02	0.22	0.03
Crit Moves:					****						****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.03	0.03	0.05	0.30	0.30	0.30	0.03	0.28	0.01	0.02	0.30	0.04
Delay/Veh:	30.1	30.1	30.2	32.4	32.4	32.4	3.7	4.6	3.6	3.6	4.6	3.7
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:	30.1	30.1	30.2	32.4	32.4	32.4	3.7	4.6	3.6	3.6	4.6	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	3	3	0	4	0	0	4	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 9-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 12 Apr 2005 << 1215-1315												
Base Vol:	502	0	458	0	0	0	0	1089	285	381	797	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:	502	0	458	0	0	0	0	1089	285	381	797	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	502	0	458	0	0	0	0	1089	285	381	797	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	0	458	0	0	0	0	1089	285	381	797	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
Final Vol.:	502	0	458	0	0	0	0	1089	285	381	797	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.53	0.00	1.47	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2660	0	2643	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.17	0.00	0.00	0.00	0.00	0.30	0.16	0.22	0.22	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.55	0.00	0.00	0.00	0.00	0.40	0.40	0.30	0.70	0.00
Volume/Cap:	0.75	0.00	0.32	0.00	0.00	0.00	0.00	0.75	0.39	0.75	0.32	0.00
Delay/Veh:	44.1	0.0	14.9	0.0	0.0	0.0	0.0	33.1	25.9	44.5	7.0	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:	44.1	0.0	14.9	0.0	0.0	0.0	0.0	33.1	25.9	44.5	7.0	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	14	0	6	0	0	0	0	19	8	15	6	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:47 Page 10-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 Apr 2005 << 1245-1345												
Base Vol:	15	877	28	22	647	20	21	10	14	35	10	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	877	28	22	647	20	21	10	14	35	10	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	877	28	22	647	20	21	10	14	35	10	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	877	28	22	647	20	21	10	14	35	10	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	877	28	22	647	20	21	10	14	35	10	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	0.32	1.00	0.78	0.22	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1219	581	1800	1400	400	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.02	0.01	0.18	0.01	0.02	0.02	0.01	0.03	0.03	0.01
Crit Moves:		****									****	
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.01	0.28	0.02	0.01	0.21	0.01	0.19	0.19	0.09	0.28	0.28	0.11
Delay/Veh:	0.8	1.2	0.9	0.9	1.1	0.8	42.8	42.8	42.0	43.5	43.5	42.2
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:	0.8	1.2	0.9	0.9	1.1	0.8	42.8	42.8	42.0	43.5	43.5	42.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	2	0	1	1	0	2	2	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:48 Page 11-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.1
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0
Volume Module: >> Count Date: 23 Mar 2005 << 1200-1300												
Base Vol:	98	680	120	80	526	73	114	283	116	121	318	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	680	120	80	526	73	114	283	116	121	318	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	680	120	80	526	73	114	283	116	121	318	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	680	120	80	526	73	114	283	116	121	318	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	680	120	80	526	73	114	283	116	121	318	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.13	0.87	1.00	1.56	0.44
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3830	1570	1700	2813	787
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.07	0.05	0.15	0.04	0.07	0.07	0.07	0.07	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.42	0.42	0.11	0.38	0.38	0.15	0.21	0.21	0.20	0.25	0.25
Volume/Cap:	0.38	0.45	0.16	0.45	0.38	0.11	0.45	0.36	0.36	0.36	0.45	0.45
Delay/Veh:	47.0	24.8	21.4	52.1	27.2	24.1	47.7	41.1	41.1	42.2	38.0	38.0
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:	47.0	24.8	21.4	52.1	27.2	24.1	47.7	41.1	41.1	42.2	38.0	38.0
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	9	3	4	7	2	5	5	5	4	7	7

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

EX MID WKDAY Tue Nov 14, 2006 19:05:48 Page 12-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.266
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1200-1300												
Base Vol:	37	749	43	74	735	54	31	40	24	40	34	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	749	43	74	735	54	31	40	24	40	34	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	749	43	74	735	54	31	40	24	40	34	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	749	43	74	735	54	31	40	24	40	34	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
Final Vol.:	37	749	43	74	735	54	31	40	24	40	34	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.44	0.56	1.00	0.54	0.46	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	786	1014	1800	973	827	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.02	0.04	0.20	0.03	0.04	0.04	0.01	0.04	0.04	0.05
Crit Moves:		****										****
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.03	0.27	0.03	0.06	0.26	0.04	0.22	0.22	0.07	0.23	0.23	0.27
Delay/Veh:	2.5	3.1	2.5	2.5	3.1	2.5	35.4	35.4	34.2	35.5	35.5	35.8
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:	2.5	3.1	2.5	2.5	3.1	2.5	35.4	35.4	34.2	35.5	35.5	35.8
LOS by Move:	A	A	A	A	A	A	D	D	C	D	D	D
HCM2kAvgQ:	0	3	0	1	3	0	2	2	1	2	2	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:48 Page 13-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1230-1330												
Base Vol:	45	851	58	47	767	54	63	40	50	58	57	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	851	58	47	767	54	63	40	50	58	57	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	851	58	47	767	54	63	40	50	58	57	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	851	58	47	767	54	63	40	50	58	57	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	851	58	47	767	54	63	40	50	58	57	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.50	0.50	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1101	699	1800	908	892	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.03	0.03	0.21	0.03	0.06	0.06	0.03	0.06	0.06	0.05
Crit Moves:		****									****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.04	0.31	0.04	0.04	0.28	0.04	0.28	0.28	0.14	0.31	0.31	0.23
Delay/Veh:	3.1	4.0	3.1	3.1	3.8	3.1	34.0	34.0	32.7	34.3	34.3	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:	3.1	4.0	3.1	3.1	3.8	3.1	34.0	34.0	32.7	34.3	34.3	33.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	0	0	4	0	3	3	1	3	3	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:48 Page 14-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 49 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1245-1345												
Base Vol:	220	675	114	185	623	122	99	877	128	268	836	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:	220	675	114	185	623	122	99	877	128	268	836	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	675	114	185	623	122	99	877	128	268	836	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	675	114	185	623	122	99	877	128	268	836	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	675	114	185	623	122	99	877	128	268	836	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.62	0.38	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4712	688	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.06	0.11	0.17	0.07	0.06	0.19	0.19	0.16	0.23	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.28	0.28	0.16	0.25	0.25	0.10	0.27	0.27	0.23	0.40	0.40
Volume/Cap:	0.69	0.68	0.23	0.68	0.69	0.27	0.59	0.69	0.69	0.69	0.59	0.28
Delay/Veh:	52.0	40.6	33.8	54.2	43.2	36.5	56.9	40.9	40.9	47.8	29.1	24.8
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:	52.0	40.6	33.8	54.2	43.2	36.5	56.9	40.9	40.9	47.8	29.1	24.8
LOS by Move:	D	D	C	D	D	D	E	D	D	D	C	C
HCM2kAvgQ:	10	13	3	8	12	4	5	13	13	11	13	5

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

EX MID WKDAY Tue Nov 14, 2006 19:05:48 Page 15-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.0
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1300-1400												
Base Vol:	21	1074	27	30	921	18	19	16	21	18	13	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1074	27	30	921	18	19	16	21	18	13	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1074	27	30	921	18	19	16	21	18	13	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1074	27	30	921	18	19	16	21	18	13	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	1074	27	30	921	18	19	16	21	18	13	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.58	0.42	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	977	823	1800	1045	755	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.02	0.02	0.26	0.01	0.02	0.02	0.01	0.02	0.02	0.01
Crit Moves:		****						****				
Green/Cycle:	0.90	0.90	0.90	0.90	0.90	0.90	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.01	0.33	0.02	0.02	0.28	0.01	0.33	0.33	0.20	0.29	0.29	0.20
Delay/Veh:	0.5	0.8	0.5	0.5	0.7	0.5	47.0	47.0	45.7	46.6	46.6	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.5	0.8	0.5	0.5	0.7	0.5	47.0	47.0	45.7	46.6	46.6	45.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	2	0	1	1	1	1	1	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:48 Page 16-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.4
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1300-1400												
Base Vol:	61	995	122	174	801	37	40	180	58	185	263	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	995	122	174	801	37	40	180	58	185	263	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	995	122	174	801	37	40	180	58	185	263	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	995	122	174	801	37	40	180	58	185	263	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	995	122	174	801	37	40	180	58	185	263	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.07	0.10	0.22	0.02	0.02	0.10	0.03	0.06	0.15	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.46	0.46	0.17	0.55	0.55	0.04	0.18	0.18	0.10	0.25	0.25
Volume/Cap:	0.41	0.60	0.15	0.60	0.41	0.04	0.60	0.55	0.18	0.55	0.60	0.46
Delay/Veh:	44.9	20.5	15.5	41.6	13.3	10.5	61.0	39.4	35.0	44.6	35.6	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:	44.9	20.5	15.5	41.6	13.3	10.5	61.0	39.4	35.0	44.6	35.6	32.8
LOS by Move:	D	C	B	D	B	B	E	D	C	D	D	C
HCM2kAvgQ:	2	12	2	6	8	1	2	6	2	4	8	6

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

EX MID WKDAY Tue Nov 14, 2006 19:05:48 Page 17-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1245-1345																				
Base Vol:	147	751	157		196	617	90		198	713	167		215	657	232	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	751	157		196	617	90		198	713	167		215	657	232	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	147	751	157		196	617	90		198	713	167		215	657	232	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	147	751	157		196	617	90		198	713	167		215	657	232	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	147	751	157		196	617	90		198	713	167		215	657	232	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.62	0.38		1.00	2.00	1.00	
Final Sat.:	1700	3600	1800		1700	3600	1800		1700	2917	683		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21	0.09		0.12	0.17	0.05		0.12	0.24	0.24		0.13	0.18	0.13	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.15	0.28	0.28		0.15	0.29	0.29		0.19	0.33	0.33		0.17	0.30	0.30	
Volume/Cap:	0.59	0.74	0.31		0.74	0.59	0.17		0.60	0.74	0.74		0.74	0.60	0.42	
Delay/Veh:	51.7	42.3	34.4		59.4	37.5	32.1		47.2	38.4	38.4		57.4	36.5	33.9	
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:	51.7	42.3	34.4		59.4	37.5	32.1		47.2	38.4	38.4		57.4	36.5	33.9	
LOS by Move:	D	D	C		E	D	C		D	D	D		E	D	C	
HCM2kAvgQ:	6	15	5		9	11	3		8	16	16		10	11	7	

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

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 18-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300																				
Base Vol:	29	714	3		23	773	19		10	2	26		7	6	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	29	714	3		23	773	19		10	2	26		7	6	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	29	714	3		23	773	19		10	2	26		7	6	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	714	3		23	773	19		10	2	26		7	6	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	29	714	3		23	773	19		10	2	26		7	6	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.83	0.17	1.00		0.54	0.46	1.00	
Final Sat.:	1700	3600	1800		1700	3600	1800		1500	300	1800		969	831	1800	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.20	0.00		0.01	0.21	0.01		0.01	0.01	0.01		0.01	0.01	0.01	
Crit Moves:						****								****		
Green/Cycle:	0.93	0.93	0.93		0.93	0.93	0.93		0.03	0.03	0.03		0.03	0.03	0.03	
Volume/Cap:	0.02	0.21	0.00		0.01	0.23	0.01		0.21	0.21	0.46		0.23	0.23	0.23	
Delay/Veh:	0.3	0.3	0.3		0.3	0.4	0.3		49.1	49.1	53.5		49.4	49.4	49.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.3	0.3	0.3		0.3	0.4	0.3		49.1	49.1	53.5		49.4	49.4	49.4	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	1	0		0	1	0		1	1	1		1	1	1	

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

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 19-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	0	463	257	297	513	0	0	0	0	286	0	324
Growth Adj:	1.00	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	463	257	297	513	0	0	0	0	286	0	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	463	257	297	513	0	0	0	0	286	0	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	463	257	297	513	0	0	0	0	286	0	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	463	257	297	513	0	0	0	0	286	0	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.48	0.00	1.52
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	2557	0	2738
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.14	0.17	0.14	0.00	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.31	0.31	0.38	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.42	0.46	0.46	0.21	0.00	0.00	0.00	0.00	0.44	0.00	0.46
Delay/Veh:	0.0	27.7	28.6	24.1	5.8	0.0	0.0	0.0	0.0	31.4	0.0	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:	0.0	27.7	28.6	24.1	5.8	0.0	0.0	0.0	0.0	31.4	0.0	31.7
LOS by Move:	A	C	C	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	7	8	3	0	0	0	0	6	0	6

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

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 20-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Apr 2005 << 1215-1315												
Base Vol:	22	398	6	13	445	395	377	9	56	3	12	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	398	6	13	445	395	377	9	56	3	12	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	398	6	13	445	395	377	9	56	3	12	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	398	6	13	445	395	377	9	56	3	12	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	398	6	13	445	395	377	9	56	3	12	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	3418	82	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.01	0.12	0.22	0.11	0.11	0.03	0.00	0.01	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.02	0.02	0.02
Volume/Cap:	0.02	0.18	0.01	0.01	0.20	0.36	0.36	0.36	0.10	0.09	0.33	0.36
Delay/Veh:	7.6	8.5	7.5	7.6	8.6	9.8	27.1	27.1	24.8	49.2	53.6	54.3
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:	7.6	8.5	7.5	7.6	8.6	9.8	27.1	27.1	24.8	49.2	53.6	54.3
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	D
HCM2kAvgQ:	0	3	0	0	3	6	5	5	1	0	1	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 21-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 1	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1230-1330												
Base Vol:	137	148	149	181	166	69	61	963	36	172	917	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	148	149	181	166	69	61	963	36	172	917	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	148	149	181	166	69	61	963	36	172	917	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	148	149	181	166	69	61	963	36	172	917	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
Final Vol.:	137	148	149	181	166	69	61	963	36	172	917	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.59	1.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	2764	2535	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.04	0.04	0.27	0.02	0.10	0.25	0.07
Crit Moves:			****		****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.11	0.11	0.11	0.08	0.47	0.47	0.18	0.56	0.56
Volume/Cap:	0.56	0.57	0.57	0.57	0.57	0.34	0.45	0.57	0.04	0.57	0.45	0.13
Delay/Veh:	42.7	41.4	41.5	43.4	43.4	41.8	46.4	20.0	14.6	40.5	13.0	10.4
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:	42.7	41.4	41.5	43.4	43.4	41.8	46.4	20.0	14.6	40.5	13.0	10.4
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	5	5	5	4	4	2	3	12	1	6	9	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 22-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 26 Apr 2005 << 1230-1330												
Base Vol:	54	63	24	51	32	53	140	1160	26	42	1027	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	63	24	51	32	53	140	1160	26	42	1027	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	63	24	51	32	53	140	1160	26	42	1027	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	63	24	51	32	53	140	1160	26	42	1027	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	63	24	51	32	53	140	1160	26	42	1027	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.46	0.54	1.00	0.61	0.39	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	831	969	1800	1106	694	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.01	0.05	0.05	0.03	0.08	0.32	0.01	0.02	0.29	0.01
Crit Moves:		****						****				
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.80	0.80	0.80	0.80	0.80	0.80
Volume/Cap:	0.40	0.40	0.08	0.29	0.29	0.18	0.10	0.40	0.02	0.03	0.36	0.01
Delay/Veh:	38.5	38.5	35.8	37.4	37.4	36.6	2.2	3.1	2.1	2.1	2.9	2.0
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:	38.5	38.5	35.8	37.4	37.4	36.6	2.2	3.1	2.1	2.1	2.9	2.0
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	3	3	2	1	6	0	0	5	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 23-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330												
Base Vol:	46	136	62	33	116	40	39	958	27	61	1081	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	136	62	33	116	40	39	958	27	61	1081	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	136	62	33	116	40	39	958	27	61	1081	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	136	62	33	116	40	39	958	27	61	1081	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	136	62	33	116	40	39	958	27	61	1081	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.25	0.75	1.00	0.22	0.78	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	455	1345	1800	399	1401	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.08	0.08	0.02	0.02	0.27	0.02	0.04	0.30	0.02
Crit Moves:		****									****	
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.42	0.42	0.14	0.34	0.34	0.09	0.03	0.37	0.02	0.05	0.42	0.03
Delay/Veh:	32.6	32.6	29.9	31.8	31.8	29.5	4.1	5.5	4.0	4.1	5.8	4.1
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:	32.6	32.6	29.9	31.8	31.8	29.5	4.1	5.5	4.0	4.1	5.8	4.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	2	4	4	1	0	6	0	1	7	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 24-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 19 Apr 2005 << 1215-1315												
Base Vol:	158	230	125	53	245	164	131	1377	107	125	1402	50
Growth Adj:	1.00	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	230	125	53	245	164	131	1377	107	125	1402	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	230	125	53	245	164	131	1377	107	125	1402	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	230	125	53	245	164	131	1377	107	125	1402	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	230	125	53	245	164	131	1377	107	125	1402	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.90	0.10
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5011	389	1700	5214	186
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.07	0.03	0.14	0.09	0.08	0.27	0.27	0.07	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.30	0.42	0.07	0.22	0.35	0.13	0.45	0.45	0.12	0.44	0.44
Volume/Cap:	0.61	0.42	0.17	0.42	0.61	0.26	0.61	0.62	0.62	0.62	0.61	0.61
Delay/Veh:	43.9	28.5	18.2	46.6	37.8	23.6	46.5	21.6	21.6	47.4	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	28.5	18.2	46.6	37.8	23.6	46.5	21.6	21.6	47.4	22.0	22.0
LOS by Move:	D	C	B	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	6	2	2	8	4	5	13	13	5	12	12

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.88		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1758	1500	1583	1550		1500	1583		1744	1500	1583
Flt Permitted		0.98	1.00	0.71	1.00		1.00	0.55		0.86	1.00	0.49
Satd. Flow (perm)		1723	1500	1176	1550		1500	922		1520	1500	825
Volume (vph)	6	73	49	182	34	147	24	20	74	240	165	16
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	6	73	49	182	34	147	24	20	74	240	165	16
RTOR Reduction (vph)	0	0	39	0	0	0	19	0	0	0	99	0
Lane Group Flow (vph)	0	79	10	182	181	0	5	20	0	314	66	16
Turn Type	Perm		Perm	custom	custom		custom	Perm	Perm		Perm	Perm
Protected Phases		2								6		
Permitted Phases	2		2	2	2		2	6	6		6	6
Actuated Green, G (s)		17.8	17.8	17.8	17.8		17.8	34.4		34.4	34.4	34.4
Effective Green, g (s)		15.8	15.8	15.8	15.8		15.8	32.4		32.4	32.4	32.4
Actuated g/C Ratio		0.20	0.20	0.20	0.20		0.20	0.40		0.40	0.40	0.40
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		337	293	230	303		293	369		609	601	330
v/s Ratio Prot												
v/s Ratio Perm		0.05	0.01	c0.15	0.12		0.00	0.02		c0.21	0.04	0.02
v/c Ratio		0.23	0.03	0.79	0.60		0.02	0.05		0.52	0.11	0.05
Uniform Delay, d1		27.4	26.4	31.0	29.7		26.3	14.9		18.3	15.2	14.8
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0	16.8	3.2		0.0	0.3		3.1	0.4	0.3
Delay (s)		27.8	26.4	47.7	32.8		26.3	15.1		21.4	15.6	15.1
Level of Service		C	C	D	C		C	B		C	B	B
Approach Delay (s)		27.3			39.4					19.2		
Approach LOS		C			D					B		

Intersection Summary

HCM Average Control Delay	29.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR	SBR2	SEL2	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.0		6.0		6.0	
Lane Util. Factor	0.95		0.95		1.00	
Frt	1.00		0.85		0.93	
Flt Protected	1.00		1.00		0.98	
Satd. Flow (prot)	1672		1425		1606	
Flt Permitted	1.00		1.00		0.98	
Satd. Flow (perm)	1672		1425		1606	
Volume (vph)	247	4	4	3	117	117
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	247	4	4	3	117	117
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	251	0	2	0	237	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.4		34.4		16.7	
Effective Green, g (s)	32.4		32.4		14.7	
Actuated g/C Ratio	0.40		0.40		0.18	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	670		571		292	
v/s Ratio Prot	0.15				c0.15	
v/s Ratio Perm			0.00			
v/c Ratio	0.37		0.00		0.81	
Uniform Delay, d1	17.1		14.6		31.8	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	1.6		0.0		15.6	
Delay (s)	18.7		14.6		47.4	
Level of Service	B		B		D	
Approach Delay (s)	18.4				47.4	
Approach LOS	B				D	

Intersection Summary

EX MID WKDAY Tue Nov 14, 2006 19:05:49 Page 25-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 11 May 2005 << 1200-1300																								
Base Vol:	10		446		5		13		537		15		15		11		9		11		4		14	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	10		446		5		13		537		15		15		11		9		11		4		14	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	10		446		5		13		537		15		15		11		9		11		4		14	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	10		446		5		13		537		15		15		11		9		11		4		14	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	10		446		5		13		537		15		15		11		9		11		4		14	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.58		0.42		1.00		0.73		0.27		1.00	
Final Sat.:	1700		1800		1800		1700		1800		1800		1038		762		1800		1320		480		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.25		0.00		0.01		0.30		0.01		0.01		0.01		0.01		0.01		0.01		0.01	
Crit Moves:									****						****									
Green/Cycle:	0.92		0.92		0.92		0.92		0.92		0.92		0.04		0.04		0.04		0.04		0.04		0.04	
Volume/Cap:	0.01		0.27		0.00		0.01		0.33		0.01		0.33		0.33		0.11		0.19		0.19		0.18	
Delay/Veh:	0.4		0.6		0.4		0.4		0.6		0.4		48.7		48.7		46.5		47.2		47.2		47.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.4		0.6		0.4		0.4		0.6		0.4		48.7		48.7		46.5		47.2		47.2		47.1	
LOS by Move:	A		A		A		A		A		A		D		D		D		D		D		D	
HCM2kAvgQ:	0		2		0		0		2		0		1		1		0		1		1		1	

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 26-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 19 May 2005 << 1215-1315																								
Base Vol:	46		403		15		29		432		40		52		128		77		8		98		27	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	46		403		15		29		432		40		52		128		77		8		98		27	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	46		403		15		29		432		40		52		128		77		8		98		27	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	46		403		15		29		432		40		52		128		77		8		98		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	
Final Vol.:	46		403		15		29		432		40		52		128		77		8		98		27	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.29		0.71		1.00		0.08		0.92		1.00	
Final Sat.:	1700		1800		1800		1700		1800		1800		520		1280		1800		136		1664		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.22		0.01		0.02		0.24		0.02		0.10		0.10		0.04		0.06		0.06		0.02	
Crit Moves:									****						****									
Green/Cycle:	0.68		0.68		0.68		0.68		0.68		0.68		0.28		0.28		0.28		0.28		0.28		0.28	
Volume/Cap:	0.04		0.33		0.01		0.03		0.35		0.03		0.35		0.35		0.15		0.21		0.21		0.05	
Delay/Veh:	5.4		6.9		5.2		5.3		7.0		5.3		29.0		29.0		27.0		27.6		27.6		26.2	
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:	5.4		6.9		5.2		5.3		7.0		5.3		29.0		29.0		27.0		27.6		27.6		26.2	
LOS by Move:	A		A		A		A		A		A		C		C		C		C		C		C	
HCM2kAvgQ:	1		5		0		0		6		0		5		5		2		3		3		1	

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 27-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 1300-1400												
Base Vol:	72	153	56	187	184	87	58	817	8	37	938	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	153	56	187	184	87	58	817	8	37	938	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	153	56	187	184	87	58	817	8	37	938	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	153	56	187	184	87	58	817	8	37	938	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	153	56	187	184	87	58	817	8	37	938	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.11	0.05	0.05	0.03	0.23	0.00	0.02	0.26	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.16	0.10	0.10	0.25	0.19	0.19	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.27	0.44	0.32	0.44	0.27	0.25	0.06	0.38	0.01	0.04	0.44	0.15
Delay/Veh:	37.6	43.5	43.2	32.3	34.8	34.9	8.6	10.8	8.3	8.5	11.3	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	43.5	43.2	32.3	34.8	34.9	8.6	10.8	8.3	8.5	11.3	9.2
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	2	3	2	6	3	3	1	7	0	1	8	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 28-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1230-1330												
Base Vol:	34	86	54	47	116	109	55	1393	32	28	1419	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	86	54	47	116	109	55	1393	32	28	1419	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	86	54	47	116	109	55	1393	32	28	1419	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	86	54	47	116	109	55	1393	32	28	1419	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	86	54	47	116	109	55	1393	32	28	1419	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.84	0.16
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5279	121	1700	5115	285
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.03	0.03	0.06	0.06	0.03	0.26	0.26	0.02	0.28	0.28
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.08	0.73	0.73	0.05	0.70	0.70
Volume/Cap:	0.12	0.30	0.19	0.17	0.40	0.37	0.40	0.36	0.36	0.36	0.40	0.40
Delay/Veh:	36.0	37.5	36.5	36.4	38.4	38.2	45.5	4.9	4.9	49.1	6.4	6.4
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:	36.0	37.5	36.5	36.4	38.4	38.2	45.5	4.9	4.9	49.1	6.4	6.4
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	3	2	1	4	3	2	6	6	1	7	7

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 29-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 26 Apr 2005 << 1230-1330												
Base Vol:	127	440	60	74	349	150	215	768	148	122	869	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	440	60	74	349	150	215	768	148	122	869	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	440	60	74	349	150	215	768	148	122	869	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	440	60	74	349	150	215	768	148	122	869	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	440	60	74	349	150	215	768	148	122	869	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3018	582	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.03	0.04	0.10	0.08	0.13	0.25	0.25	0.07	0.24	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.24	0.55	0.55	0.16	0.46	0.46
Volume/Cap:	0.32	0.52	0.14	0.19	0.41	0.36	0.52	0.46	0.46	0.46	0.52	0.17
Delay/Veh:	32.1	34.0	30.5	30.9	32.8	32.5	34.0	13.7	13.7	39.7	19.3	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	34.0	30.5	30.9	32.8	32.5	34.0	13.7	13.7	39.7	19.3	15.7
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2kAvgQ:	4	7	2	2	5	4	7	9	9	4	10	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 30-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1200-1300												
Base Vol:	37	132	92	85	179	145	192	849	26	175	790	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	132	92	85	179	145	192	849	26	175	790	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	132	92	85	179	145	192	849	26	175	790	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	132	92	85	179	145	192	849	26	175	790	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	132	92	85	179	145	192	849	26	175	790	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3334	266
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.05	0.05	0.10	0.08	0.11	0.24	0.01	0.10	0.24	0.24
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.14	0.14	0.10	0.19	0.41	0.21	0.46	0.46	0.20	0.45	0.45
Volume/Cap:	0.52	0.53	0.37	0.53	0.52	0.20	0.53	0.51	0.03	0.51	0.53	0.53
Delay/Veh:	53.3	42.0	39.9	46.3	37.6	19.2	36.2	19.1	14.6	36.7	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	42.0	39.9	46.3	37.6	19.2	36.2	19.1	14.6	36.7	20.1	20.1
LOS by Move:	D	D	D	D	D	B	D	B	B	D	C	C
HCM2kAvgQ:	2	5	3	4	6	3	6	10	0	6	10	10

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 31-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.130
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 13 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	0	1	7	28	0	18	18	392	0	0	339	44
Growth Adj:	1.00	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	1	7	28	0	18	18	392	0	0	339	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	7	28	0	18	18	392	0	0	339	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	7	28	0	18	18	392	0	0	339	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1	7	28	0	18	18	392	0	0	339	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.13	0.87	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	225	1575	1800	0	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.11	0.00	0.00	0.09	0.02
Crit Moves:				****				****				
Green/Cycle:	0.00	0.12	0.12	0.12	0.00	0.12	0.84	0.84	0.00	0.00	0.84	0.84
Volume/Cap:	0.00	0.04	0.04	0.13	0.00	0.08	0.01	0.13	0.00	0.00	0.11	0.03
Delay/Veh:	0.0	39.0	39.0	39.6	0.0	39.3	1.3	1.5	0.0	0.0	1.4	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	39.0	39.0	39.6	0.0	39.3	1.3	1.5	0.0	0.0	1.4	1.3
LOS by Move:	A	D	D	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	1	0	0	1	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 32-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 1215-1315												
Base Vol:	4	5	13	23	5	20	24	885	8	9	839	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	5	13	23	5	20	24	885	8	9	839	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	5	13	23	5	20	24	885	8	9	839	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	13	23	5	20	24	885	8	9	839	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	5	13	23	5	20	24	885	8	9	839	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	800	1000	1800	1479	321	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.01	0.25	0.00	0.01	0.23	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.87	0.87	0.02	0.83	0.83
Volume/Cap:	0.09	0.09	0.13	0.28	0.28	0.20	0.28	0.28	0.01	0.28	0.28	0.02
Delay/Veh:	45.3	45.3	45.6	47.0	47.0	46.2	47.5	1.2	0.9	53.3	1.8	1.4
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:	45.3	45.3	45.6	47.0	47.0	46.2	47.5	1.2	0.9	53.3	1.8	1.4
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	0	0	1	1	1	1	1	3	0	1	3	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:50 Page 33-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.0
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 20 Apr 2005 << 1230-1330												
Base Vol:	22	2	10	28	2	12	14	1271	5	3	1117	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	2	10	28	2	12	14	1271	5	3	1117	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	2	10	28	2	12	14	1271	5	3	1117	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2	10	28	2	12	14	1271	5	3	1117	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	2	10	28	2	12	14	1271	5	3	1117	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.92	0.08	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	150	1800	1680	120	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.01	0.35	0.00	0.00	0.31	0.01
Crit Moves:					****			****				
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.92	0.92	0.92	0.92	0.92	0.92
Volume/Cap:	0.31	0.31	0.13	0.39	0.39	0.15	0.01	0.39	0.00	0.00	0.34	0.01
Delay/Veh:	48.6	48.6	46.8	49.7	49.7	47.0	0.4	0.6	0.3	0.3	0.6	0.4
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:	48.6	48.6	46.8	49.7	49.7	47.0	0.4	0.6	0.3	0.3	0.6	0.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	1	1	1	0	3	0	0	2	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 34-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
Optimal Cycle: 38 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module: >> Count Date: 31 Mar 2005 << 1230-1330												
Base Vol:	134	673	183	179	729	213	169	593	125	146	624	152
Growth Adj:	1.00	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	673	183	179	729	213	169	593	125	146	624	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	673	183	179	729	213	169	593	125	146	624	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	673	183	179	729	213	169	593	125	146	624	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	673	183	179	729	213	169	593	125	146	624	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	4342	1058
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.10	0.11	0.20	0.12	0.10	0.16	0.07	0.09	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.32	0.32	0.18	0.36	0.36	0.18	0.28	0.28	0.15	0.25	0.25
Volume/Cap:	0.56	0.58	0.32	0.58	0.56	0.33	0.56	0.58	0.25	0.58	0.56	0.56
Delay/Veh:	51.1	34.7	31.1	47.8	31.2	28.0	47.7	37.8	33.4	51.1	39.5	39.5
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:	51.1	34.7	31.1	47.8	31.2	28.0	47.7	37.8	33.4	51.1	39.5	39.5
LOS by Move:	D	C	C	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	6	11	5	7	11	6	7	10	4	6	9	9

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

EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 35-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #34 Crenshaw Blvd/166th St-Cherry Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1200-1300												
Base Vol:	28	822	64	96	863	38	44	48	30	73	41	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	822	64	96	863	38	44	48	30	73	41	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	822	64	96	863	38	44	48	30	73	41	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	822	64	96	863	38	44	48	30	73	41	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	822	64	96	863	38	44	48	30	73	41	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.36	0.39	0.25	0.64	0.36	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	649	708	443	1153	647	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.04	0.06	0.24	0.02	0.07	0.07	0.07	0.06	0.06	0.04
Crit Moves:					****			****				
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.02	0.31	0.05	0.08	0.32	0.03	0.32	0.32	0.32	0.30	0.30	0.18
Delay/Veh:	3.2	4.2	3.3	3.4	4.2	3.2	33.8	33.8	33.8	33.6	33.6	32.6
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:	3.2	4.2	3.3	3.4	4.2	3.2	33.8	33.8	33.8	33.6	33.6	32.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	1	1	5	0	3	3	3	3	3	2

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 36-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #35 Crenshaw Blvd/Artesia Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 32 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1300-1400												
Base Vol:	123	803	147	71	928	40	54	546	38	145	570	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	803	147	71	928	40	54	546	38	145	570	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	803	147	71	928	40	54	546	38	145	570	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	803	147	71	928	40	54	546	38	145	570	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	803	147	71	928	40	54	546	38	145	570	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.88	0.12	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5177	223	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.08	0.04	0.18	0.18	0.03	0.15	0.02	0.05	0.16	0.07
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.45	0.45	0.08	0.38	0.38	0.07	0.31	0.31	0.09	0.33	0.33
Volume/Cap:	0.47	0.49	0.18	0.49	0.47	0.47	0.48	0.49	0.07	0.49	0.48	0.20
Delay/Veh:	47.6	23.5	19.8	55.2	28.2	28.2	57.2	34.4	29.5	53.2	32.2	28.8
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:	47.6	23.5	19.8	55.2	28.2	28.2	57.2	34.4	29.5	53.2	32.2	28.8
LOS by Move:	D	C	B	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	5	11	3	3	9	9	3	9	1	4	9	3

****

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 37-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 1	0 1	0
Volume Module: >> Count Date: 7 Apr 2005 << 1200-1300												
Base Vol:	91	735	552	72	1012	75	116	221	120	481	406	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	735	552	72	1012	75	116	221	120	481	406	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	735	552	72	1012	75	116	221	120	481	406	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	735	552	72	1012	75	116	221	120	481	406	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	735	552	72	1012	75	116	221	120	481	406	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.30	0.70	1.20	0.97	0.83
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2333	1267	2065	1743	1490
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.31	0.04	0.28	0.04	0.07	0.09	0.09	0.23	0.23	0.23
Crit Moves:					****			****			****	
Green/Cycle:	0.43	0.43	0.79	0.43	0.43	0.43	0.15	0.15	0.15	0.36	0.36	0.36
Volume/Cap:	0.12	0.47	0.39	0.10	0.65	0.10	0.47	0.65	0.65	0.65	0.65	0.65
Delay/Veh:	20.6	24.6	4.1	20.3	28.0	20.3	48.5	51.4	51.4	33.1	33.1	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:	20.6	24.6	4.1	20.3	28.0	20.3	48.5	51.4	51.4	33.1	33.1	33.1
LOS by Move:	C	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	10	7	2	16	2	5	7	7	14	14	14

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

EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 38-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1300-1400												
Base Vol:	121	1226	171	106	1361	338	329	749	95	176	588	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1226	171	106	1361	338	329	749	95	176	588	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	1226	171	106	1361	338	329	749	95	176	588	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1226	171	106	1361	338	329	749	95	176	588	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
Final Vol.:	121	1226	171	106	1361	338	329	749	95	176	588	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.66	0.34	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	4792	608	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.10	0.06	0.25	0.19	0.10	0.16	0.16	0.06	0.16	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.39	0.50	0.11	0.39	0.55	0.16	0.31	0.31	0.11	0.25	0.25
Volume/Cap:	0.64	0.58	0.19	0.58	0.64	0.34	0.64	0.51	0.51	0.51	0.64	0.19
Delay/Veh:	58.5	28.9	16.5	55.3	30.3	15.0	50.0	34.5	34.5	51.8	41.5	35.3
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:	58.5	28.9	16.5	55.3	30.3	15.0	50.0	34.5	34.5	51.8	41.5	35.3
LOS by Move:	E	C	B	E	C	B	D	C	C	D	D	D
HCM2kAvgQ:	6	13	4	5	15	7	8	9	9	4	11	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 39-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 1	1	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 1300-1400												
Base Vol:	20	1339	212	31	1605	36	24	15	28	233	19	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1339	212	31	1605	36	24	15	28	233	19	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1339	212	31	1605	36	24	15	28	233	19	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1339	212	31	1605	36	24	15	28	233	19	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1339	212	31	1605	36	24	15	28	233	19	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.59	0.41	1.00	2.93	0.07	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	4662	738	1700	5282	118	1700	3600	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.02	0.30	0.30	0.01	0.00	0.02	0.07	0.01	0.03
Crit Moves:		****		****					****	****		
Green/Cycle:	0.03	0.67	0.67	0.04	0.69	0.69	0.04	0.04	0.04	0.17	0.17	0.17
Volume/Cap:	0.44	0.43	0.43	0.43	0.44	0.44	0.39	0.11	0.43	0.43	0.06	0.19
Delay/Veh:	54.7	7.7	7.7	50.7	7.1	7.1	51.1	47.0	51.6	37.6	34.8	35.9
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:	54.7	7.7	7.7	50.7	7.1	7.1	51.1	47.0	51.6	37.6	34.8	35.9
LOS by Move:	D	A	A	D	A	A	D	D	D	D	C	D
HCM2kAvgQ:	1	8	8	2	8	8	1	0	1	4	1	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 40-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.8
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	0	1521	42	111	1833	0	0	0	0	47	0	24
Growth Adj:	1.00	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	1521	42	111	1833	0	0	0	0	47	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1521	42	111	1833	0	0	0	0	47	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1521	42	111	1833	0	0	0	0	47	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1521	42	111	1833	0	0	0	0	47	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	5255	145	1700	5400	0	0	0	0	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.29	0.07	0.34	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Moves:					****					****		
Green/Cycle:	0.00	0.89	0.89	0.89	0.89	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.33	0.33	0.07	0.38	0.00	0.00	0.00	0.00	0.38	0.00	0.18
Delay/Veh:	0.0	0.9	0.9	0.7	1.0	0.0	0.0	0.0	0.0	46.2	0.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.9	0.9	0.7	1.0	0.0	0.0	0.0	0.0	46.2	0.0	44.3
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	3	0	4	0	0	0	0	2	0	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:51 Page 41-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	70	1421	5	7	1623	140	159	8	71	8	24	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1421	5	7	1623	140	159	8	71	8	24	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1421	5	7	1623	140	159	8	71	8	24	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1421	5	7	1623	140	159	8	71	8	24	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1421	5	7	1623	140	159	8	71	8	24	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.76	0.24	1.91	0.09	1.00	0.25	0.75	1.00
Final Sat.:	1700	5400	1800	1700	4971	429	3332	168	1800	450	1350	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.00	0.33	0.33	0.05	0.05	0.04	0.02	0.02	0.01
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.77	0.77	0.01	0.69	0.69	0.10	0.10	0.10	0.04	0.04	0.04
Volume/Cap:	0.47	0.34	0.00	0.34	0.47	0.47	0.47	0.47	0.39	0.47	0.47	0.18
Delay/Veh:	45.8	3.7	2.7	58.8	7.1	7.1	43.4	43.4	43.4	52.2	52.2	47.9
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:	45.8	3.7	2.7	58.8	7.1	7.1	43.4	43.4	43.4	52.2	52.2	47.9
LOS by Move:	D	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	5	0	1	9	9	3	3	3	2	2	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 42-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1200-1300												
Base Vol:	220	1368	149	167	1400	207	153	1035	168	172	916	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:	220	1368	149	167	1400	207	153	1035	168	172	916	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1368	149	167	1400	207	153	1035	168	172	916	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1368	149	167	1400	207	153	1035	168	172	916	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	1368	149	167	1400	207	153	1035	168	172	916	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.08	0.05	0.26	0.12	0.05	0.29	0.09	0.05	0.17	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.38	0.38	0.08	0.36	0.36	0.10	0.40	0.40	0.07	0.37	0.37
Volume/Cap:	0.72	0.67	0.22	0.67	0.72	0.32	0.46	0.72	0.23	0.72	0.46	0.18
Delay/Veh:	60.6	31.8	25.4	60.6	34.3	27.9	51.5	32.0	23.9	64.2	28.7	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:	60.6	31.8	25.4	60.6	34.3	27.9	51.5	32.0	23.9	64.2	28.7	25.6
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	6	15	4	5	16	6	4	18	4	5	9	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 43-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.3
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	1	0		1	0	2	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300																								
Base Vol:	29	1775		14			12	1662		18			6		3		15		17		9		12	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	29	1775		14			12	1662		18			6		3		15		17		9		12	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	29	1775		14			12	1662		18			6		3		15		17		9		12	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	29	1775		14			12	1662		18			6		3		15		17		9		12	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	29	1775		14			12	1662		18			6		3		15		17		9		12	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
Lanes:	1.00	2.98		0.02			1.00	2.97		0.03			0.67	0.33		1.00			0.65	0.35		1.00		
Final Sat.:	1700	5358		42			1700	5342		58			1200	600		1800			1177	623		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.33		0.33			0.01	0.31		0.31			0.01	0.01		0.01			0.01	0.01		0.01		
Crit Moves:		****																		****				
Green/Cycle:	0.92	0.92		0.92			0.92	0.92		0.92			0.04	0.04		0.04			0.04	0.04		0.04		
Volume/Cap:	0.02	0.36		0.36			0.01	0.34		0.34			0.12	0.12		0.21			0.36	0.36		0.17		
Delay/Veh:	0.3	0.5		0.5			0.3	0.5		0.5			47.1	47.1		47.9			49.8	49.8		47.5		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	0.3	0.5		0.5			0.3	0.5		0.5			47.1	47.1		47.9			49.8	49.8		47.5		
LOS by Move:	A	A		A			A	A		A			D	D		D			D	D		D		
HCM2kAvgQ:	0	3		3			0	2		2			0	0		1			1	1		1		

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

EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 44-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	2	0	3	0	1		2	0	2	1	0		2	0	2	1	0		2	0	2	0	1	
Volume Module: >> Count Date: 13 Apr 2005 << 1230-1330																								
Base Vol:	126	1254		88			94	1417		75			99	910		98			155	1129		70		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	126	1254		88			94	1417		75			99	910		98			155	1129		70		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	126	1254		88			94	1417		75			99	910		98			155	1129		70		
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	126	1254		88			94	1417		75			99	910		98			155	1129		70		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	126	1254		88			94	1417		75			99	910		98			155	1129		70		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.84	0.95		0.95			0.84	0.95		0.95			0.84	0.95		0.95			0.84	0.95		0.95		
Lanes:	2.00	3.00		1.00			2.00	2.85		0.15			2.00	2.71		0.29			2.00	2.00		1.00		
Final Sat.:	3200	5400		1800			3200	5129		271			3200	4875		525			3200	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.23		0.05			0.03	0.28		0.28			0.03	0.19		0.19			0.05	0.31		0.04		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.06	0.40		0.40			0.05	0.39		0.39			0.04	0.39		0.39			0.10	0.44		0.44		
Volume/Cap:	0.71	0.59		0.12			0.59	0.71		0.71			0.71	0.48		0.48			0.48	0.71		0.09		
Delay/Veh:	68.0	28.9		23.1			61.3	31.9		31.9			71.9	27.9		27.9			52.2	28.6		19.4		
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:	68.0	28.9		23.1			61.3	31.9		31.9			71.9	27.9		27.9			52.2	28.6		19.4		
LOS by Move:	E	C		C			E	C		C			E	C		C			D	C		B		
HCM2kAvgQ:	4	13		2			3	17		17			4	10		10			4	18		2		

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

EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 45-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #44 Crenshaw Blvd/Jefferson St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 22 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1
Volume Module: >> Count Date: 12 Apr 2005 << 1300-1400																
Base Vol:	0	1575		36	21	1713		0	0	0		0	65	0		37
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1575		36	21	1713		0	0	0		0	65	0		37
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	1575		36	21	1713		0	0	0		0	65	0		37
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	1575		36	21	1713		0	0	0		0	65	0		37
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	1575		36	21	1713		0	0	0		0	65	0		37
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	0.00	2.93		0.07	1.00	3.00		0.00	0.00	0.00		0.00	1.00	0.00		1.00
Final Sat.:	0	5279		121	1700	5400		0	0	0		0	1700	0		1800
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30		0.30	0.01	0.32		0.00	0.00	0.00		0.00	0.04	0.00		0.02
Crit Moves:	****					****							****			
Green/Cycle:	0.00	0.81		0.81	0.03	0.84		0.00	0.00	0.00		0.00	0.10	0.00		0.10
Volume/Cap:	0.00	0.37		0.37	0.37	0.38		0.00	0.00	0.00		0.00	0.38	0.00		0.20
Delay/Veh:	0.0	2.7		2.7	51.4	2.0		0.0	0.0	0.0		0.0	43.4	0.0		41.8
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:	0.0	2.7		2.7	51.4	2.0		0.0	0.0	0.0		0.0	43.4	0.0		41.8
LOS by Move:	A	A		A	D	A		A	A	A		A	D	A		D
HCM2kAvgQ:	0	5		5	1	5		0	0	0		0	2	0		1

****

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 46-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #45 Crenshaw Blvd/Plaza Del Amo

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 25 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	3	0	0	0	0	2	1	0	1	0	1!	0	1	0	0	0	0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1300-1400																
Base Vol:	95	1443		0	0	1627		111	156	0		103	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:	95	1443		0	0	1627		111	156	0		103	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	95	1443		0	0	1627		111	156	0		103	0	0		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	95	1443		0	0	1627		111	156	0		103	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
Final Vol.:	95	1443		0	0	1627		111	156	0		103	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.92	0.95		0.95	0.89	0.95		0.95
Lanes:	1.00	3.00		0.00	0.00	2.81		0.19	1.61	0.00		1.39	0.00	0.00		0.00
Final Sat.:	1700	5400		0	0	5055		345	2809	0		2502	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.06	0.27		0.00	0.00	0.32		0.32	0.06	0.00		0.04	0.00	0.00		0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.12	0.82		0.00	0.00	0.70		0.70	0.12	0.00		0.12	0.00	0.00		0.00
Volume/Cap:	0.46	0.33		0.00	0.00	0.46		0.46	0.46	0.00		0.34	0.00	0.00		0.00
Delay/Veh:	42.5	2.3		0.0	0.0	6.8		6.8	41.6	0.0		40.6	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	42.5	2.3		0.0	0.0	6.8		6.8	41.6	0.0		40.6	0.0	0.0		0.0
LOS by Move:	D	A		A	A	A		A	D	A		D	A	A		A
HCM2kAvgQ:	4	4		0	0	8		8	4	0		2	0	0		0

****

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 47-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #46 Crenshaw Blvd/Park Del Amo-Scroc Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	45	1446	18	23	1716	32	47	0	80	8	1	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1446	18	23	1716	32	47	0	80	8	1	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1446	18	23	1716	32	47	0	80	8	1	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1446	18	23	1716	32	47	0	80	8	1	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	1446	18	23	1716	32	47	0	80	8	1	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.31	0.04	0.65
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	0	1800	554	69	1177
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.01	0.01	0.32	0.02	0.03	0.00	0.04	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.12	0.00	0.12	0.12	0.12	0.12
Volume/Cap:	0.03	0.32	0.01	0.02	0.38	0.02	0.23	0.00	0.38	0.12	0.12	0.12
Delay/Veh:	1.3	1.7	1.3	1.3	1.9	1.3	40.6	0.0	41.9	39.7	39.7	39.7
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:	1.3	1.7	1.3	1.3	1.9	1.3	40.6	0.0	41.9	39.7	39.7	39.7
LOS by Move:	A	A	A	A	A	A	D	A	D	D	D	D
HCM2kAvgQ:	0	4	0	0	4	0	2	0	3	1	1	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 48-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.2
Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 1230-1330												
Base Vol:	297	1153	408	392	1251	261	248	1107	374	444	969	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1153	408	392	1251	261	248	1107	374	444	969	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1153	408	392	1251	261	248	1107	374	444	969	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1153	408	392	1251	261	248	1107	374	444	969	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	1153	408	392	1251	261	248	1107	374	444	969	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	3200	7200	1800	3200	5400	1800	3200	5400	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.23	0.12	0.23	0.15	0.08	0.21	0.21	0.14	0.13	0.05
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13	0.31	0.31	0.17	0.34	0.34	0.17	0.28	0.28	0.19	0.29	0.29
Volume/Cap:	0.69	0.52	0.74	0.74	0.69	0.43	0.46	0.74	0.75	0.74	0.46	0.17
Delay/Veh:	54.3	34.7	42.8	53.3	35.6	31.5	45.5	41.6	46.1	51.0	34.7	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:	54.3	34.7	42.8	53.3	35.6	31.5	45.5	41.6	46.1	51.0	34.7	31.6
LOS by Move:	D	C	D	D	D	C	D	D	D	D	C	C
HCM2kAvgQ:	7	9	15	10	15	8	5	14	15	11	8	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:52 Page 49-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1245-1345												
Base Vol:	182	2001	47	65	1726	36	51	143	291	80	141	52
Growth Adj:	1.00	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	2001	47	65	1726	36	51	143	291	80	141	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	2001	47	65	1726	36	51	143	291	80	141	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	2001	47	65	1726	36	51	143	291	80	141	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
Final Vol.:	182	2001	47	65	1726	36	51	143	291	80	141	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1700	5276	124	1700	5290	110	1700	1800	1800	1700	1315	485
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.38	0.04	0.33	0.33	0.03	0.08	0.16	0.05	0.11	0.11
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.62	0.62	0.06	0.52	0.52	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.63	0.61	0.61	0.61	0.63	0.63	0.12	0.31	0.63	0.18	0.42	0.42
Delay/Veh:	43.2	11.8	11.8	55.6	17.9	17.9	28.7	30.5	35.9	29.3	31.7	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:	43.2	11.8	11.8	55.6	17.9	17.9	28.7	30.5	35.9	29.3	31.7	31.7
LOS by Move:	D	B	B	E	B	B	C	C	D	C	C	C
HCM2kAvgQ:	7	14	14	3	14	14	1	4	9	2	5	5

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

EX MID WKDAY Tue Nov 14, 2006 19:05:53 Page 50-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	2 0	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 1245-1345												
Base Vol:	63	2109	35	13	1951	126	134	0	96	62	37	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	2109	35	13	1951	126	134	0	96	62	37	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2109	35	13	1951	126	134	0	96	62	37	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2109	35	13	1951	126	134	0	96	62	37	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	2109	35	13	1951	126	134	0	96	62	37	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	3.00	1.00	2.00	0.00	1.00	0.63	0.37	1.00
Final Sat.:	1700	5312	88	1700	5400	1800	3200	0	1800	1127	673	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.36	0.07	0.04	0.00	0.05	0.06	0.06	0.02
Crit Moves:		****							****		****	
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.10	0.00	0.10	0.10	0.10	0.10
Volume/Cap:	0.05	0.54	0.54	0.01	0.49	0.09	0.42	0.00	0.54	0.54	0.54	0.17
Delay/Veh:	3.6	5.8	5.8	3.4	5.4	3.7	43.3	0.0	46.1	45.8	45.8	41.4
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:	3.6	5.8	5.8	3.4	5.4	3.7	43.3	0.0	46.1	45.8	45.8	41.4
LOS by Move:	A	A	A	A	A	A	D	A	D	D	D	D
HCM2kAvgQ:	1	10	10	0	9	1	3	0	4	4	4	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:53 Page 51-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 70 Level Of Service: D

Approach:	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			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1215-1315												
Base Vol:	127	1346	465	212	1439	224	564	767	77	492	734	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1346	465	212	1439	224	564	767	77	492	734	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1346	465	212	1439	224	564	767	77	492	734	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1346	465	212	1439	224	564	767	77	492	734	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	1346	465	212	1439	224	564	767	77	492	734	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.26	0.12	0.27	0.12	0.18	0.21	0.04	0.15	0.20	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.31	0.51	0.15	0.36	0.58	0.22	0.27	0.37	0.20	0.25	0.41
Volume/Cap:	0.74	0.81	0.51	0.81	0.74	0.21	0.81	0.78	0.11	0.78	0.81	0.34
Delay/Veh:	67.7	41.3	20.3	65.8	34.9	12.2	51.5	44.3	24.6	51.9	47.6	24.8
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:	67.7	41.3	20.3	65.8	34.9	12.2	51.5	44.3	24.6	51.9	47.6	24.8
LOS by Move:	E	D	C	E	C	B	D	D	C	D	D	C
HCM2kAvgQ:	7	18	12	11	17	4	14	15	2	12	15	7

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

EX MID WKDAY Tue Nov 14, 2006 19:05:53 Page 52-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module: >> Count Date: 19 Apr 2005 << 1215-1315												
Base Vol:	72	1528	0	0	1551	400	358	0	85	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:	72	1528	0	0	1551	400	358	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1528	0	0	1551	400	358	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1528	0	0	1551	400	358	0	85	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
Final Vol.:	72	1528	0	0	1551	400	358	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.69	0.00	0.31	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5400	1800	2930	0	566	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.00	0.29	0.22	0.12	0.00	0.15	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.63	0.63	0.00	0.00	0.63	0.63	0.33	0.00	0.33	0.00	0.00	0.00
Volume/Cap:	0.07	0.45	0.00	0.00	0.46	0.35	0.37	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	7.2	9.6	0.0	0.0	9.7	9.0	25.8	0.0	26.8	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:	7.2	9.6	0.0	0.0	9.7	9.0	25.8	0.0	26.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	9	0	0	9	6	6	0	7	0	0	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:53 Page 53-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330												
Base Vol:	459	1272	11	85	1233	336	258	41	75	42	45	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	459	1272	11	85	1233	336	258	41	75	42	45	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	459	1272	11	85	1233	336	258	41	75	42	45	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	1272	11	85	1233	336	258	41	75	42	45	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	459	1272	11	85	1233	336	258	41	75	42	45	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.97	0.03	1.00	3.00	1.00	1.73	0.27	1.00	1.00	1.00	1.00
Final Sat.:	3200	5354	46	1700	5400	1800	3020	480	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.05	0.23	0.19	0.09	0.09	0.04	0.02	0.03	0.04
Crit Moves:	****				****			****				****
Green/Cycle:	0.27	0.57	0.57	0.12	0.42	0.42	0.16	0.16	0.16	0.08	0.08	0.08
Volume/Cap:	0.54	0.42	0.42	0.42	0.54	0.44	0.54	0.54	0.26	0.30	0.30	0.54
Delay/Veh:	38.3	14.5	14.5	50.3	26.0	24.8	47.5	47.5	44.8	52.3	52.4	56.7
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:	38.3	14.5	14.5	50.3	26.0	24.8	47.5	47.5	44.8	52.3	52.4	56.7
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	E
HCM2kAvgQ:	9	9	9	4	12	9	6	6	3	2	2	4

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

EX MID WKDAY Tue Nov 14, 2006 19:05:53 Page 54-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.8
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1! 0	0	1 0	1 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330												
Base Vol:	56	1254	22	184	1301	153	306	92	33	44	42	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1254	22	184	1301	153	306	92	33	44	42	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1254	22	184	1301	153	306	92	33	44	42	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1254	22	184	1301	153	306	92	33	44	42	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	1254	22	184	1301	153	306	92	33	44	42	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.68	0.32	1.56	0.32	0.12	1.00	1.00	1.00
Final Sat.:	1700	5307	93	1700	4832	568	2699	583	209	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.11	0.27	0.27	0.11	0.16	0.16	0.03	0.02	0.07
Crit Moves:		****		****				****				****
Green/Cycle:	0.06	0.38	0.38	0.17	0.49	0.49	0.25	0.25	0.25	0.11	0.11	0.11
Volume/Cap:	0.55	0.62	0.62	0.62	0.55	0.55	0.45	0.62	0.62	0.23	0.20	0.62
Delay/Veh:	51.7	25.9	25.9	42.4	17.9	17.9	31.8	34.9	34.9	40.9	40.7	48.1
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:	51.7	25.9	25.9	42.4	17.9	17.9	31.8	34.9	34.9	40.9	40.7	48.1
LOS by Move:	D	C	C	D	B	B	C	C	C	D	D	D
HCM2kAvgQ:	3	12	12	7	11	11	6	9	9	2	1	5

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

EX MID WKDAY Tue Nov 14, 2006 19:05:53 Page 55-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0	2 0	2 1	0
Volume Module: >> Count Date: 19 Apr 2005 << 1215-1315												
Base Vol:	108	720	303	327	1022	168	333	1056	46	383	1206	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	720	303	327	1022	168	333	1056	46	383	1206	328
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	720	303	327	1022	168	333	1056	46	383	1206	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	720	303	327	1022	168	333	1056	46	383	1206	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	720	303	327	1022	168	333	1056	46	383	1206	328
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.58	0.42	2.00	1.92	0.08	2.00	2.36	0.64
Final Sat.:	1700	5400	1800	1700	4638	762	3200	3450	150	3200	4245	1155
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.17	0.19	0.22	0.22	0.10	0.31	0.31	0.12	0.28	0.28
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.20	0.20	0.23	0.33	0.33	0.14	0.36	0.36	0.14	0.37	0.37
Volume/Cap:	0.66	0.67	0.84	0.84	0.66	0.66	0.77	0.84	0.84	0.84	0.77	0.77
Delay/Veh:	62.2	46.0	62.5	59.5	35.3	35.3	58.2	40.2	40.2	63.5	35.1	35.1
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:	62.2	46.0	62.5	59.5	35.3	35.3	58.2	40.2	40.2	63.5	35.1	35.1
LOS by Move:	E	D	E	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	6	10	14	15	14	14	9	22	22	11	19	19

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

EX MID WKDAY Tue Nov 14, 2006 19:05:53 Page 56-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.250
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 18 May 2005 << 1200-1300												
Base Vol:	0	997	48	78	991	0	0	0	0	31	0	84
Growth Adj:	1.00	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	997	48	78	991	0	0	0	0	31	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	997	48	78	991	0	0	0	0	31	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	997	48	78	991	0	0	0	0	31	0	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	997	48	78	991	0	0	0	0	31	0	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.86	0.14	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5152	248	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.05	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:		****										****
Green/Cycle:	0.00	0.77	0.77	0.77	0.77	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.25	0.25	0.06	0.24	0.00	0.00	0.00	0.00	0.10	0.00	0.25
Delay/Veh:	0.0	3.2	3.2	2.7	3.2	0.0	0.0	0.0	0.0	33.8	0.0	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.2	3.2	2.7	3.2	0.0	0.0	0.0	0.0	33.8	0.0	35.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	3	3	1	3	0	0	0	0	1	0	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 57-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 18 May 2005 << 1200-1300												
Base Vol:	91	668	34	287	716	95	133	170	39	10	168	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	668	34	287	716	95	133	170	39	10	168	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	668	34	287	716	95	133	170	39	10	168	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	668	34	287	716	95	133	170	39	10	168	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	668	34	287	716	95	133	170	39	10	168	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	2.65	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5138	262	1700	4767	633	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.17	0.15	0.15	0.08	0.09	0.02	0.01	0.09	0.13
Crit Moves:		****		****								****
Green/Cycle:	0.17	0.29	0.29	0.37	0.49	0.49	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.31	0.45	0.45	0.45	0.31	0.31	0.28	0.34	0.08	0.02	0.33	0.45
Delay/Veh:	36.7	29.4	29.4	24.1	15.5	15.5	28.5	29.1	26.6	26.2	29.1	30.4
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:	36.7	29.4	29.4	24.1	15.5	15.5	28.5	29.1	26.6	26.2	29.1	30.4
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	6	6	8	5	5	4	4	1	0	4	6

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 58-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 1230-1330												
Base Vol:	142	40	78	275	64	91	194	1035	68	95	1045	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	40	78	275	64	91	194	1035	68	95	1045	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	40	78	275	64	91	194	1035	68	95	1045	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	40	78	275	64	91	194	1035	68	95	1045	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	40	78	275	64	91	194	1035	68	95	1045	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.04	0.16	0.02	0.05	0.11	0.19	0.04	0.03	0.19	0.12
Crit Moves:			****	****			****				****	
Green/Cycle:	0.23	0.08	0.08	0.29	0.14	0.14	0.20	0.48	0.48	0.07	0.35	0.35
Volume/Cap:	0.36	0.29	0.56	0.56	0.13	0.36	0.56	0.40	0.08	0.40	0.56	0.35
Delay/Veh:	33.0	43.9	47.7	31.5	37.9	40.0	37.7	17.0	14.2	45.3	26.8	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	43.9	47.7	31.5	37.9	40.0	37.7	17.0	14.2	45.3	26.8	24.5
LOS by Move:	C	D	D	C	D	D	D	B	B	D	C	C
HCM2kAvgQ:	4	1	3	8	1	3	7	7	1	2	9	5

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 59-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	3	0 1	1 0	3	0 1
Volume Module: >> Count Date: 24 Jun 2005 << 1230-1330												
Base Vol:	242	7	141	32	2	23	52	1202	141	170	1103	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	7	141	32	2	23	52	1202	141	170	1103	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	7	141	32	2	23	52	1202	141	170	1103	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	7	141	32	2	23	52	1202	141	170	1103	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	242	7	141	32	2	23	52	1202	141	170	1103	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.08	0.02	0.00	0.01	0.03	0.22	0.08	0.10	0.20	0.00
Crit Moves:	****							****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.38	0.01	0.21	0.05	0.00	0.03	0.05	0.38	0.13	0.17	0.35	0.01
Delay/Veh:	23.2	19.6	21.4	20.0	19.6	19.8	8.9	11.1	9.4	9.6	10.9	8.6
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:	23.2	19.6	21.4	20.0	19.6	19.8	8.9	11.1	9.4	9.6	10.9	8.6
LOS by Move:	C	B	C	B	B	B	A	B	A	A	B	A
HCM2kAvgQ:	6	0	3	1	0	0	1	7	2	3	6	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 60-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 1	1 0	3	0 0	0 0	3	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 1245-1345												
Base Vol:	0	0	0	176	0	161	152	1356	0	0	1489	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	176	0	161	152	1356	0	0	1489	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	176	0	161	152	1356	0	0	1489	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	176	0	161	152	1356	0	0	1489	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	176	0	161	152	1356	0	0	1489	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.09	0.09	0.25	0.00	0.00	0.28	0.09
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.38	0.38	0.00	0.00	0.42	0.56
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.66	0.23	0.66	0.00	0.00	0.66	0.17
Delay/Veh:	0.0	0.0	0.0	40.1	0.0	47.2	21.1	26.2	0.0	0.0	23.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.1	0.0	47.2	21.1	26.2	0.0	0.0	23.9	10.9
LOS by Move:	A	A	A	D	A	D	C	C	A	A	C	B
HCM2kAvgQ:	0	0	0	3	0	6	4	13	0	0	13	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 61-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[15.1]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Ignore			
Lanes:	1	1	1	1 0	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400																
Base Vol:	3	6	14		24	6	99		71	430	9		7	462	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:	3	6	14		24	6	99		71	430	9		7	462	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	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	3	6	14		24	6	99		71	430	9		7	462	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	3	6	14		24	6	99		71	430	9		7	462	0	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	820	1048	215		836	1057	231		462	xxxx	xxxxx		439	xxxx	xxxxx	
Potent Cap.:	270	230	796		263	227	777		1110	xxxx	xxxxx		1132	xxxx	xxxxx	
Move Cap.:	219	214	796		240	211	777		1110	xxxx	xxxxx		1132	xxxx	xxxxx	
Volume/Cap:	0.01	0.03	0.02		0.10	0.03	0.13		0.06	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.0	0.0	xxxxx		0.3	0.1	0.4		0.2	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	21.6	22.0	xxxxx		21.7	22.6	10.3		8.5	xxxx	xxxxx		8.2	xxxx	xxxxx	
LOS by Move:	C	C	*		C	C	B		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	215	xxxx	537		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	0.1	xxxx	0.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	22.1	xxxx	11.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	C	*	B		*	*	*		*	*	*		*	*	*	
ApproachDel:	15.1				13.0				xxxxxx				xxxxxx			
ApproachLOS:	C				B				*				*			

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 62-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	0	1	1	0	1	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module: >> Count Date: 12 May 2005 << 1300-1400																
Base Vol:	21	8	96		16	19	36		13	1237	15		58	1346	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	21	8	96		16	19	36		13	1237	15		58	1346	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	8	96		16	19	36		13	1237	15		58	1346	22	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	8	96		16	19	36		13	1237	15		58	1346	22	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	21	8	96		16	19	36		13	1237	15		58	1346	22	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.72	0.28	1.00		1.00	1.00	1.00		1.00	2.96	0.04		1.00	2.95	0.05	
Final Sat.:	1303	497	1800		1700	1800	1800		1700	5335	65		1700	5313	87	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.05		0.01	0.01	0.02		0.01	0.23	0.23		0.03	0.25	0.25	
Crit Moves:			****							****			****			
Green/Cycle:	0.16	0.16	0.16		0.16	0.16	0.16		0.02	0.68	0.68		0.10	0.76	0.76	
Volume/Cap:	0.10	0.10	0.34		0.06	0.07	0.13		0.33	0.34	0.34		0.34	0.33	0.33	
Delay/Veh:	36.3	36.3	38.3		36.0	36.0	36.5		53.1	6.6	6.6		43.1	3.9	3.9	
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:	36.3	36.3	38.3		36.0	36.0	36.5		53.1	6.6	6.6		43.1	3.9	3.9	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	1	1	3		0	1	1		1	6	6		2	5	5	

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 63-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.183
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1300-1400												
Base Vol:	0	0	0	18	0	48	33	431	0	0	501	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	48	33	431	0	0	501	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	48	33	431	0	0	501	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	48	33	431	0	0	501	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	18	0	48	33	431	0	0	501	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.27	0.00	0.73	0.14	1.86	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	491	0	1309	256	3344	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.13	0.13	0.00	0.00	0.14	0.01
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.76	0.76	0.00	0.00	0.76	0.76
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.18	0.17	0.17	0.00	0.00	0.18	0.01
Delay/Veh:	0.0	0.0	0.0	33.4	0.0	33.4	3.3	3.3	0.0	0.0	3.4	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.4	0.0	33.4	3.3	3.3	0.0	0.0	3.4	2.9
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	2	2	0	0	2	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:54 Page 64-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	144	11	147	75	11	160	121	1040	123	94	826	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	11	147	75	11	160	121	1040	123	94	826	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	11	147	75	11	160	121	1040	123	94	826	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	11	147	75	11	160	121	1040	123	94	826	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	11	147	75	11	160	121	1040	123	94	826	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.86	0.14	1.00	1.00	0.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3251	248	1800	1700	116	1684	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.04	0.10	0.10	0.07	0.29	0.07	0.06	0.23	0.04
Crit Moves:			****		****			****		****		
Green/Cycle:	0.14	0.14	0.14	0.17	0.17	0.17	0.14	0.51	0.51	0.10	0.46	0.46
Volume/Cap:	0.31	0.31	0.57	0.26	0.57	0.57	0.49	0.57	0.13	0.57	0.49	0.08
Delay/Veh:	38.7	38.7	42.8	36.7	40.8	40.8	41.0	17.3	12.9	47.6	18.9	15.0
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:	38.7	38.7	42.8	36.7	40.8	40.8	41.0	17.3	12.9	47.6	18.9	15.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	3	3	5	2	6	6	4	12	2	4	9	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 65-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #64 El Prado Ave/Carson St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.8
Optimal Cycle: 18 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 1	0	1 0	2 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1245-1345												
Base Vol:	0	0	0	1	2	18	0	1192	16	3	1225	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	2	18	0	1192	16	3	1225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	2	18	0	1192	16	3	1225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	2	18	0	1192	16	3	1225	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
Final Vol.:	0	0	0	1	2	18	0	1192	16	3	1225	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.33	0.67	1.00	0.00	1.97	0.03	1.00	2.00	0.00
Final Sat.:	0	0	0	600	1200	1800	0	3552	48	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.34	0.34	0.00	0.34	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.93	0.93	0.93	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.06	0.06	0.36	0.00	0.36	0.36	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	47.9	47.9	52.3	0.0	0.4	0.4	0.2	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.9	47.9	52.3	0.0	0.4	0.4	0.2	0.4	0.0
LOS by Move:	A	A	A	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	1	0	2	2	0	2	0

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 66-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #65 Entradero Ave/Del Amo Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.158
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 14 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1300-1400												
Base Vol:	0	0	0	56	0	46	56	412	0	0	426	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	56	0	46	56	412	0	0	426	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	46	56	412	0	0	426	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	46	56	412	0	0	426	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	56	0	46	56	412	0	0	426	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.11	0.00	0.00	0.12	0.03
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.75	0.75	0.00	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.16	0.00	0.12	0.04	0.15	0.00	0.00	0.16	0.05
Delay/Veh:	0.0	0.0	0.0	32.6	0.0	32.2	3.2	3.5	0.0	0.0	3.5	3.2
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	0.0	0.0	32.6	0.0	32.2	3.2	3.5	0.0	0.0	3.5	3.2
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	2	0	0	2	1

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 67-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1245-1345												
Base Vol:	41	37	75	94	36	31	33	1107	32	58	1088	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	37	75	94	36	31	33	1107	32	58	1088	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	37	75	94	36	31	33	1107	32	58	1088	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	37	75	94	36	31	33	1107	32	58	1088	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	37	75	94	36	31	33	1107	32	58	1088	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.53	0.47	1.00	0.72	0.28	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	946	854	1800	1302	498	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.02	0.02	0.31	0.02	0.03	0.30	0.04
Crit Moves:					****			****				
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.24	0.24	0.23	0.40	0.40	0.09	0.02	0.40	0.02	0.04	0.39	0.05
Delay/Veh:	35.3	35.3	35.2	36.8	36.8	34.1	2.5	3.7	2.5	2.6	3.6	2.6
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:	35.3	35.3	35.2	36.8	36.8	34.1	2.5	3.7	2.5	2.6	3.6	2.6
LOS by Move:	D	D	D	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	4	4	1	0	6	0	0	6	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 68-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	4	0	9	0	0	0	0	1197	11	3	1366	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:	4	0	9	0	0	0	0	1197	11	3	1366	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	9	0	0	0	0	1197	11	3	1366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	9	0	0	0	0	1197	11	3	1366	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
Final Vol.:	4	0	9	0	0	0	0	1197	11	3	1366	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.33	0.01	0.00	0.38	0.00
Crit Moves:			****								****	
Green/Cycle:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.95	0.95	0.95	0.95	0.00
Volume/Cap:	0.19	0.00	0.40	0.00	0.00	0.00	0.00	0.35	0.01	0.00	0.40	0.00
Delay/Veh:	53.2	0.0	60.3	0.0	0.0	0.0	0.0	0.3	0.1	0.1	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	0.0	60.3	0.0	0.0	0.0	0.0	0.3	0.1	0.1	0.3	0.0
LOS by Move:	D	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	2	0	0	2	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 69-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.7
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	117	0	82	10	2	3	6	1342	69	106	881	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	82	10	2	3	6	1342	69	106	881	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	0	82	10	2	3	6	1342	69	106	881	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	82	10	2	3	6	1342	69	106	881	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	0	82	10	2	3	6	1342	69	106	881	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.60	0.00	1.40	0.67	0.13	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2782	0	2528	1200	240	360	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.01	0.01	0.01	0.00	0.37	0.04	0.06	0.24	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.09	0.00	0.09	0.02	0.02	0.02	0.83	0.83	0.83	0.83	0.83	0.83
Volume/Cap:	0.45	0.00	0.35	0.45	0.45	0.45	0.00	0.45	0.05	0.08	0.30	0.01
Delay/Veh:	43.6	0.0	42.8	57.9	57.9	57.9	1.5	2.5	1.5	1.6	2.0	1.5
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:	43.6	0.0	42.8	57.9	57.9	57.9	1.5	2.5	1.5	1.6	2.0	1.5
LOS by Move:	D	A	D	E	E	E	A	A	A	A	A	A
HCM2kAvgQ:	3	0	2	1	1	1	0	6	0	1	3	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 70-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1300-1400												
Base Vol:	28	29	84	15	24	5	12	1104	58	99	808	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	29	84	15	24	5	12	1104	58	99	808	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	29	84	15	24	5	12	1104	58	99	808	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	29	84	15	24	5	12	1104	58	99	808	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	29	84	15	24	5	12	1104	58	99	808	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	2.85	0.15	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1490	310	1700	5130	270	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.05	0.01	0.02	0.02	0.01	0.22	0.22	0.06	0.22	0.01
Crit Moves:			****					****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.63	0.63	0.17	0.78	0.78
Volume/Cap:	0.12	0.12	0.34	0.06	0.12	0.12	0.29	0.34	0.34	0.34	0.29	0.02
Delay/Veh:	38.1	38.1	39.9	37.7	38.1	38.1	51.7	8.7	8.7	37.2	3.2	2.5
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:	38.1	38.1	39.9	37.7	38.1	38.1	51.7	8.7	8.7	37.2	3.2	2.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	1	3	0	1	1	1	6	6	3	4	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 71-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 42 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1230-1330												
Base Vol:	50	1309	320	107	1321	109	164	345	27	359	374	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1309	320	107	1321	109	164	345	27	359	374	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	1309	320	107	1321	109	164	345	27	359	374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1309	320	107	1321	109	164	345	27	359	374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	50	1309	320	107	1321	109	164	345	27	359	374	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.70	0.30	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1700	5400	1800	3200	6651	549	1700	3339	261	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.18	0.03	0.20	0.20	0.10	0.10	0.10	0.21	0.10	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.38	0.38	0.05	0.38	0.38	0.16	0.16	0.16	0.33	0.33	0.00
Volume/Cap:	0.52	0.63	0.46	0.63	0.52	0.52	0.59	0.63	0.63	0.63	0.31	0.00
Delay/Veh:	60.2	30.8	28.3	63.3	29.0	29.0	47.5	48.4	48.4	36.1	29.9	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:	60.2	30.8	28.3	63.3	29.0	29.0	47.5	48.4	48.4	36.1	29.9	0.0
LOS by Move:	E	C	C	E	C	C	D	D	D	D	C	A
HCM2kAvgQ:	3	14	9	3	11	11	7	8	8	13	5	0

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:55 Page 72-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #71 Hawthorne Blvd/Artesia Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 42 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	3 1	0	0 0	3 0	1	2 0	1 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 1245-1345												
Base Vol:	177	1548	276	119	1620	28	0	676	238	366	550	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:	177	1548	276	119	1620	28	0	676	238	366	550	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1548	276	119	1620	28	0	676	238	366	550	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1548	276	119	1620	28	0	676	238	366	550	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	177	1548	276	119	1620	28	0	676	238	366	550	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.39	0.61	2.00	3.93	0.07	0.00	3.00	1.00	2.00	1.84	0.16
Final Sat.:	3200	6111	1089	3200	7078	122	0	5400	1800	3200	3306	294
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.04	0.23	0.23	0.00	0.13	0.13	0.11	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.43	0.43	0.06	0.40	0.40	0.00	0.22	0.22	0.20	0.42	0.42
Volume/Cap:	0.57	0.58	0.58	0.58	0.57	0.57	0.00	0.57	0.60	0.57	0.40	0.40
Delay/Veh:	54.4	26.1	26.1	58.9	28.2	28.2	0.0	42.5	44.8	44.6	24.4	24.4
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:	54.4	26.1	26.1	58.9	28.2	28.2	0.0	42.5	44.8	44.6	24.4	24.4
LOS by Move:	D	C	C	E	C	C	A	D	D	D	C	C
HCM2kAvgQ:	5	14	14	3	13	13	0	8	9	8	8	8

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:56 Page 73-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #72 Hawthorne Blvd/177th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 35 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	1 0	4 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 1215-1315												
Base Vol:	178	1885	39	101	1861	130	205	23	135	21	20	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	1885	39	101	1861	130	205	23	135	21	20	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	1885	39	101	1861	130	205	23	135	21	20	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1885	39	101	1861	130	205	23	135	21	20	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	178	1885	39	101	1861	130	205	23	135	21	20	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.92	0.08	1.00	4.00	1.00	1.80	0.20	1.00	0.51	0.49	1.00
Final Sat.:	3200	7054	146	1700	7200	1800	3147	353	1800	922	878	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.06	0.26	0.07	0.07	0.07	0.08	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.12	0.57	0.57	0.13	0.57	0.57	0.16	0.16	0.16	0.05	0.05	0.05
Volume/Cap:	0.45	0.47	0.47	0.47	0.45	0.13	0.41	0.41	0.47	0.47	0.47	0.39
Delay/Veh:	41.6	12.9	12.9	42.2	12.5	10.0	38.3	38.3	39.5	50.3	50.3	49.1
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:	41.6	12.9	12.9	42.2	12.5	10.0	38.3	38.3	39.5	50.3	50.3	49.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	4	9	9	4	9	2	4	4	4	2	2	2

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:56 Page 74-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #73 Hawthorne Blvd/182nd St

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 32 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 1300-1400												
Base Vol:	136	2026	60	106	1775	54	41	290	38	108	360	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	2026	60	106	1775	54	41	290	38	108	360	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	2026	60	106	1775	54	41	290	38	108	360	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	2026	60	106	1775	54	41	290	38	108	360	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	2026	60	106	1775	54	41	290	38	108	360	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.88	0.12	1.00	3.88	0.12	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1700	6993	207	1700	6987	213	1700	3600	1800	1700	3100	500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.06	0.25	0.25	0.02	0.08	0.02	0.06	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.17	0.58	0.58	0.12	0.53	0.53	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.48	0.50	0.50	0.50	0.48	0.48	0.10	0.35	0.09	0.27	0.50	0.50
Delay/Veh:	46.4	15.2	15.2	51.0	17.6	17.6	36.4	38.8	36.3	38.2	40.6	40.6
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:	46.4	15.2	15.2	51.0	17.6	17.6	36.4	38.8	36.3	38.2	40.6	40.6
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	12	12	5	11	11	1	5	1	4	7	7

****

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:56 Page 75-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 6 Apr 2005 << 1215-1315												
Base Vol:	81	2163	58	58	1963	15	25	4	30	70	8	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	2163	58	58	1963	15	25	4	30	70	8	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2163	58	58	1963	15	25	4	30	70	8	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2163	58	58	1963	15	25	4	30	70	8	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	2163	58	58	1963	15	25	4	30	70	8	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.90	0.10	1.00	3.97	0.03	0.86	0.14	1.00	0.90	0.10	1.00
Final Sat.:	1700	7012	188	1700	7145	55	1552	248	1800	1615	185	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.03	0.27	0.27	0.02	0.02	0.02	0.04	0.04	0.01
Crit Moves:		****		****							****	
Green/Cycle:	0.12	0.74	0.74	0.08	0.70	0.70	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.39	0.42	0.42	0.42	0.39	0.39	0.16	0.16	0.16	0.42	0.42	0.12
Delay/Veh:	41.8	5.1	5.1	45.7	6.4	6.4	41.3	41.3	41.3	43.6	43.6	41.0
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:	41.8	5.1	5.1	45.7	6.4	6.4	41.3	41.3	41.3	43.6	43.6	41.0
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	7	7	2	7	7	1	1	1	3	3	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:56 Page 76-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	2 0	4	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 26 Apr 2005 << 1200-1300												
Base Vol:	321	1810	355	126	1613	161	216	587	369	254	477	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	321	1810	355	126	1613	161	216	587	369	254	477	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	1810	355	126	1613	161	216	587	369	254	477	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1810	355	126	1613	161	216	587	369	254	477	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	321	1810	355	126	1613	161	216	587	369	254	477	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.20	0.04	0.22	0.09	0.07	0.16	0.21	0.08	0.13	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.43	0.55	0.07	0.34	0.34	0.15	0.31	0.31	0.12	0.29	0.29
Volume/Cap:	0.65	0.58	0.36	0.58	0.65	0.26	0.46	0.52	0.65	0.65	0.46	0.25
Delay/Veh:	50.9	26.3	15.2	58.4	34.0	28.6	47.5	34.1	38.2	54.2	35.3	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	26.3	15.2	58.4	34.0	28.6	47.5	34.1	38.2	54.2	35.3	33.0
LOS by Move:	D	C	B	E	C	C	D	C	D	D	D	C
HCM2kAvgQ:	8	13	8	4	14	4	5	10	13	6	8	4

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

EX MID WKDAY Tue Nov 14, 2006 19:05:56 Page 77-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0	1	2	0	3	1	0	0	1	0	0	1	0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1200-1300																	
Base Vol:	28	2343	83		416	2276	27		17	14	13		60	8	300		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	28	2343	83		416	2276	27		17	14	13		60	8	300		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	28	2343	83		416	2276	27		17	14	13		60	8	300		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	28	2343	83		416	2276	27		17	14	13		60	8	300		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	28	2343	83		416	2276	27		17	14	13		60	8	300		
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		
Lanes:	1.00	4.00	1.00		2.00	3.95	0.05		0.55	0.45	1.00		0.88	0.12	1.00		
Final Sat.:	1700	7200	1800		3200	7116	84		987	813	1800		1588	212	1800		
Capacity Analysis Module:																	
Vol/Sat:	0.02	0.33	0.05		0.13	0.32	0.32		0.02	0.02	0.01		0.04	0.04	0.17		
Crit Moves:		****			****										****		
Green/Cycle:	0.03	0.49	0.49		0.20	0.65	0.65		0.25	0.25	0.25		0.25	0.25	0.25		
Volume/Cap:	0.49	0.66	0.09		0.66	0.49	0.49		0.07	0.07	0.03		0.15	0.15	0.66		
Delay/Veh:	53.9	19.6	13.6		39.7	8.9	8.9		28.5	28.5	28.2		29.2	29.2	37.2		
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:	53.9	19.6	13.6		39.7	8.9	8.9		28.5	28.5	28.2		29.2	29.2	37.2		
LOS by Move:	D	B	B		D	A	A		C	C	C		C	C	D		
HCM2kAvgQ:	2	15	1		8	10	10		1	1	0		2	2	10		

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

EX MID WKDAY Tue Nov 14, 2006 19:05:56 Page 78-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	4	0	1	2	0	3	1	0	0	1	0	1	0	1	0
Volume Module: >> Count Date: 24 Mar 2005 << 1300-1400																	
Base Vol:	33	2402	170		269	2078	7		21	19	22		262	25	160		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	33	2402	170		269	2078	7		21	19	22		262	25	160		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	33	2402	170		269	2078	7		21	19	22		262	25	160		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	33	2402	170		269	2078	7		21	19	22		262	25	160		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Final Vol.:	33	2402	170		269	2078	7		21	19	22		262	25	160		
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		
Lanes:	1.00	4.00	1.00		2.00	3.99	0.01		0.52	0.48	1.00		1.00	0.14	0.86		
Final Sat.:	1700	7200	1800		3200	7176	24		945	855	1800		1800	243	1557		
Capacity Analysis Module:																	
Vol/Sat:	0.02	0.33	0.09		0.08	0.29	0.29		0.02	0.02	0.01		0.15	0.10	0.10		
Crit Moves:		****			****								****				
Green/Cycle:	0.04	0.54	0.54		0.14	0.64	0.64		0.24	0.24	0.24		0.24	0.24	0.24		
Volume/Cap:	0.45	0.61	0.17		0.61	0.45	0.45		0.09	0.09	0.05		0.61	0.43	0.43		
Delay/Veh:	51.1	15.8	11.5		43.2	9.2	9.2		29.8	29.8	29.5		35.5	32.7	32.7		
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:	51.1	15.8	11.5		43.2	9.2	9.2		29.8	29.8	29.5		35.5	32.7	32.7		
LOS by Move:	D	B	B		D	A	A		C	C	C		D	C	C		
HCM2kAvgQ:	2	14	3		6	9	9		1	1	1		8	5	5		

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	1 0	2 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 29 Mar 2005 << 1200-1300												
Base Vol:	141	2120	180	172	1811	91	221	328	78	271	360	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	2120	180	172	1811	91	221	328	78	271	360	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	2120	180	172	1811	91	221	328	78	271	360	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2120	180	172	1811	91	221	328	78	271	360	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	2120	180	172	1811	91	221	328	78	271	360	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.69	0.31	2.00	3.81	0.19	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6637	563	3200	6856	344	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.05	0.26	0.26	0.07	0.09	0.04	0.08	0.10	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.55	0.55	0.09	0.49	0.49	0.12	0.15	0.15	0.14	0.17	0.26
Volume/Cap:	0.54	0.58	0.58	0.58	0.54	0.54	0.58	0.60	0.29	0.60	0.58	0.41
Delay/Veh:	49.2	18.1	18.1	55.1	21.5	21.5	52.3	49.5	45.8	50.8	47.1	36.9
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:	49.2	18.1	18.1	55.1	21.5	21.5	52.3	49.5	45.8	50.8	47.1	36.9
LOS by Move:	D	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	6	15	15	4	13	13	5	7	3	6	7	6

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: >> Count Date: 24 Mar 2005 << 1200-1300												
Base Vol:	137	2110	30	59	2297	86	62	57	99	43	56	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:	137	2110	30	59	2297	86	62	57	99	43	56	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	2110	30	59	2297	86	62	57	99	43	56	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	2110	30	59	2297	86	62	57	99	43	56	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	2110	30	59	2297	86	62	57	99	43	56	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.94	0.06	1.00	3.86	0.14	1.00	0.37	0.63	1.00	0.53	0.47
Final Sat.:	1700	7099	101	1700	6940	260	1700	658	1142	1700	960	840
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.03	0.33	0.33	0.04	0.09	0.09	0.03	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.68	0.68	0.08	0.61	0.61	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.54	0.44	0.44	0.44	0.54	0.54	0.23	0.54	0.54	0.16	0.36	0.36
Delay/Veh:	41.8	7.3	7.3	46.1	11.4	11.4	37.0	40.7	40.7	36.5	38.2	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:	41.8	7.3	7.3	46.1	11.4	11.4	37.0	40.7	40.7	36.5	38.2	38.2
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	8	8	2	11	11	2	5	5	1	3	3

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

EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 81-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #80 Hawthorne Blvd/Emerald St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 30 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: >> Count Date: 23 Mar 2005 << 1200-1300												
Base Vol:	129	2125	75	83	1924	70	55	71	78	65	63	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	2125	75	83	1924	70	55	71	78	65	63	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	2125	75	83	1924	70	55	71	78	65	63	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	2125	75	83	1924	70	55	71	78	65	63	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	2125	75	83	1924	70	55	71	78	65	63	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.86	0.14	1.00	3.86	0.14	1.00	0.48	0.52	1.00	0.50	0.50
Final Sat.:	1700	6955	245	1700	6947	253	1700	858	942	1700	907	893
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.05	0.28	0.28	0.03	0.08	0.08	0.04	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.16	0.64	0.64	0.10	0.58	0.58	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.47	0.48	0.48	0.48	0.47	0.47	0.19	0.47	0.47	0.22	0.40	0.40
Delay/Veh:	39.5	9.3	9.3	44.4	12.0	12.0	35.5	38.2	38.2	35.8	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	9.3	9.3	44.4	12.0	12.0	35.5	38.2	38.2	35.8	37.4	37.4
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	9	9	3	9	9	2	5	5	2	4	4

****

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 82-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #81 Hawthorne Blvd/Torrance Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 55 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	2 0	4	0 1	2 0	3	0 1	2 0	2	1 0
Volume Module: >> Count Date: 24 Mar 2005 << 1215-1315												
Base Vol:	364	1105	168	242	1466	254	361	856	47	304	899	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	1105	168	242	1466	254	361	856	47	304	899	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	1105	168	242	1466	254	361	856	47	304	899	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1105	168	242	1466	254	361	856	47	304	899	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	364	1105	168	242	1466	254	361	856	47	304	899	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.46	0.54
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5400	1800	3200	4429	971
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.09	0.08	0.20	0.14	0.11	0.16	0.03	0.10	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.31	0.31	0.15	0.29	0.29	0.16	0.29	0.29	0.17	0.29	0.29
Volume/Cap:	0.69	0.50	0.30	0.50	0.69	0.48	0.69	0.55	0.09	0.55	0.69	0.69
Delay/Veh:	51.1	34.1	32.0	47.5	38.5	35.4	51.3	36.8	31.5	46.8	38.9	38.9
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:	51.1	34.1	32.0	47.5	38.5	35.4	51.3	36.8	31.5	46.8	38.9	38.9
LOS by Move:	D	C	C	D	D	D	D	D	C	D	D	D
HCM2kAvgQ:	9	9	5	5	13	8	9	10	1	7	13	13

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 83-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	0 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1230-1330												
Base Vol:	180	2486	94	126	2359	67	52	39	180	118	48	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:	180	2486	94	126	2359	67	52	39	180	118	48	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	2486	94	126	2359	67	52	39	180	118	48	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2486	94	126	2359	67	52	39	180	118	48	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
Final Vol.:	180	2486	94	126	2359	67	52	39	180	118	48	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.57	0.43	1.00	1.44	0.56	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	1029	771	1800	2487	1012	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.05	0.04	0.33	0.04	0.05	0.05	0.10	0.05	0.05	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.64	0.64	0.07	0.61	0.61	0.09	0.09	0.20	0.09	0.09	0.16
Volume/Cap:	0.54	0.54	0.08	0.54	0.54	0.06	0.54	0.54	0.50	0.54	0.54	0.24
Delay/Veh:	44.1	9.8	6.7	47.1	11.3	7.8	46.5	46.5	36.7	45.4	45.4	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	9.8	6.7	47.1	11.3	7.8	46.5	46.5	36.7	45.4	45.4	37.0
LOS by Move:	D	A	A	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	4	11	1	3	11	1	4	4	6	3	3	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 84-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1230-1330												
Base Vol:	99	2503	66	152	2384	66	74	40	85	116	26	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	2503	66	152	2384	66	74	40	85	116	26	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	2503	66	152	2384	66	74	40	85	116	26	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	2503	66	152	2384	66	74	40	85	116	26	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	2503	66	152	2384	66	74	40	85	116	26	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.90	0.10	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	7015	185	3200	7200	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.05	0.33	0.04	0.04	0.02	0.05	0.07	0.01	0.10
Crit Moves:		****		****								****
Green/Cycle:	0.11	0.65	0.65	0.09	0.63	0.63	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.53	0.55	0.55	0.55	0.53	0.06	0.24	0.12	0.26	0.37	0.08	0.55
Delay/Veh:	44.9	9.7	9.7	46.2	10.6	7.3	35.1	34.0	35.1	36.4	33.7	38.7
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:	44.9	9.7	9.7	46.2	10.6	7.3	35.1	34.0	35.1	36.4	33.7	38.7
LOS by Move:	D	A	A	D	B	A	D	C	D	D	C	D
HCM2kAvgQ:	4	11	11	3	11	1	2	1	2	4	1	6

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

EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 85-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
Optimal Cycle: 55 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1200-1300												
Base Vol:	135	2022	151	514	1981	45	143	306	63	374	498	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	2022	151	514	1981	45	143	306	63	374	498	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	2022	151	514	1981	45	143	306	63	374	498	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	2022	151	514	1981	45	143	306	63	374	498	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	2022	151	514	1981	45	143	306	63	374	498	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.91	0.09	1.00	1.66	0.34	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	3200	7040	160	1700	2985	615	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.08	0.16	0.28	0.28	0.08	0.10	0.10	0.12	0.09	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.38	0.38	0.22	0.47	0.47	0.11	0.16	0.16	0.18	0.22	0.22
Volume/Cap:	0.60	0.73	0.22	0.73	0.60	0.60	0.73	0.66	0.66	0.66	0.42	0.73
Delay/Veh:	53.5	32.9	25.1	47.7	23.9	23.9	64.9	50.6	50.6	48.9	40.7	50.8
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:	53.5	32.9	25.1	47.7	23.9	23.9	64.9	50.6	50.6	48.9	40.7	50.8
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	6	18	4	12	15	15	7	8	8	9	6	12

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

EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 86-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	1 0	0 1	0	0 1	0 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1200-1300												
Base Vol:	52	2077	73	197	2081	59	176	92	59	220	87	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	2077	73	197	2081	59	176	92	59	220	87	89
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	2077	0	197	2081	59	176	92	59	220	87	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2077	0	197	2081	59	176	92	59	220	87	89
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	2077	0	197	2081	59	176	92	59	220	87	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.61	0.39	1.00	0.49	0.51
Final Sat.:	3200	7200	1800	3200	7200	1800	1700	1097	703	1800	890	910
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.06	0.29	0.03	0.10	0.08	0.08	0.12	0.10	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.04	0.56	0.00	0.12	0.65	0.65	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.45	0.51	0.00	0.51	0.45	0.05	0.43	0.35	0.35	0.51	0.41	0.41
Delay/Veh:	49.9	13.6	0.0	42.5	8.9	6.5	33.1	32.2	32.2	33.7	32.5	32.5
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:	49.9	13.6	0.0	42.5	8.9	6.5	33.1	32.2	32.2	33.7	32.5	32.5
LOS by Move:	D	B	A	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	10	0	4	8	1	5	4	4	7	5	5

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

EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 87-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 94 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1215-1315												
Base Vol:	268	1332	621	330	1513	230	389	487	170	494	645	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1332	621	330	1513	230	389	487	170	494	645	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	1332	621	330	1513	230	389	487	170	494	645	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1332	621	330	1513	230	389	487	170	494	645	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	268	1332	621	330	1513	230	389	487	170	494	645	393
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.22	0.78	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	4003	1397	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.35	0.10	0.21	0.13	0.12	0.12	0.12	0.15	0.18	0.22
Crit Moves:			****	****			****					****
Green/Cycle:	0.15	0.40	0.40	0.12	0.37	0.37	0.14	0.17	0.17	0.22	0.25	0.25
Volume/Cap:	0.56	0.46	0.86	0.86	0.56	0.34	0.86	0.70	0.70	0.70	0.71	0.86
Delay/Veh:	49.0	26.5	43.0	69.3	30.2	27.4	65.6	48.9	48.9	46.1	42.3	49.1
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:	49.0	26.5	43.0	69.3	30.2	27.4	65.6	48.9	48.9	46.1	42.3	49.1
LOS by Move:	D	C	D	E	C	C	E	D	D	D	D	D
HCM2kAvgQ:	6	9	25	10	12	6	11	9	9	11	12	17

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

EX MID WKDAY Tue Nov 14, 2006 19:05:57 Page 88-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 1215-1315												
Base Vol:	165	2188	126	379	2042	110	127	83	71	115	79	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	2188	126	379	2042	110	127	83	71	115	79	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	2188	126	379	2042	110	127	83	71	115	79	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	2188	126	379	2042	110	127	83	71	115	79	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	2188	126	379	2042	110	127	83	71	115	79	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.78	0.22	1.00	3.80	0.20	0.60	0.40	1.00	0.59	0.41	1.00
Final Sat.:	1700	6808	392	1700	6832	368	1089	711	1800	1067	733	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.22	0.30	0.30	0.12	0.12	0.04	0.11	0.11	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.19	0.45	0.45	0.31	0.57	0.57	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.52	0.72	0.72	0.72	0.52	0.52	0.72	0.72	0.24	0.66	0.66	0.24
Delay/Veh:	38.3	23.3	23.3	35.4	13.2	13.2	48.1	48.1	37.0	45.0	45.0	36.9
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:	38.3	23.3	23.3	35.4	13.2	13.2	48.1	48.1	37.0	45.0	45.0	36.9
LOS by Move:	D	C	C	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	16	16	13	11	11	8	8	2	7	7	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:58 Page 89-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.5
Optimal Cycle:	88	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	206	1792	80	541	1430	103	94	451	114	198	461	577
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	1792	80	541	1430	103	94	451	114	198	461	577
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1792	80	541	1430	103	94	451	114	198	461	577
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1792	80	541	1430	103	94	451	114	198	461	577
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	1792	80	541	1430	103	94	451	114	198	461	577
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.83	0.17	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6892	308	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.17	0.26	0.06	0.06	0.13	0.06	0.12	0.13	0.32
Crit Moves:		****		****			****					****
Green/Cycle:	0.16	0.30	0.30	0.20	0.34	0.34	0.06	0.23	0.23	0.21	0.37	0.37
Volume/Cap:	0.78	0.86	0.86	0.86	0.78	0.17	0.86	0.55	0.28	0.55	0.34	0.86
Delay/Veh:	62.0	43.4	43.4	58.5	37.5	27.7	101.8	42.0	38.8	44.3	27.3	46.0
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:	62.0	43.4	43.4	58.5	37.5	27.7	101.8	42.0	38.8	44.3	27.3	46.0
LOS by Move:	E	D	D	E	D	C	F	D	D	D	C	D
HCM2kAvgQ:	10	20	20	14	18	3	6	8	4	8	6	23

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

EX MID WKDAY Tue Nov 14, 2006 19:05:58 Page 90-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 1
Volume Module: >> Count Date: 19 May 2005 << 1200-1300												
Base Vol:	29	1418	176	258	1413	22	32	20	9	273	26	531
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1418	176	258	1413	22	32	20	9	273	26	531
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1418	176	258	1413	22	32	20	9	273	26	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1418	176	258	1413	22	32	20	9	273	26	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	1418	176	258	1413	22	32	20	9	273	26	531
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.56	0.44	1.00	3.00	1.00	1.00	0.69	0.31	1.00	0.09	1.91
Final Sat.:	1700	6405	795	1700	5400	1800	1700	1241	559	1700	168	3432
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.15	0.26	0.01	0.02	0.02	0.02	0.16	0.15	0.15
Crit Moves:		****		****			****			****		
Green/Cycle:	0.04	0.37	0.37	0.25	0.58	0.58	0.03	0.03	0.03	0.27	0.27	0.52
Volume/Cap:	0.45	0.60	0.60	0.60	0.45	0.02	0.60	0.52	0.52	0.60	0.58	0.30
Delay/Veh:	61.4	31.2	31.2	42.0	14.4	10.7	75.4	65.3	65.3	40.8	39.1	16.6
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:	61.4	31.2	31.2	42.0	14.4	10.7	75.4	65.3	65.3	40.8	39.1	16.6
LOS by Move:	E	C	C	D	B	B	E	E	E	D	D	B
HCM2kAvgQ:	2	13	13	10	10	0	2	2	2	10	10	6

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

EX MID WKDAY Tue Nov 14, 2006 19:05:58 Page 91-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.4
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 28 Apr 2005 << 1230-1330												
Base Vol:	214	897	77	374	875	378	327	766	212	184	852	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	897	77	374	875	378	327	766	212	184	852	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	897	77	374	875	378	327	766	212	184	852	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	897	77	374	875	378	327	766	212	184	852	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	897	77	374	875	378	327	766	212	184	852	314
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.76	0.24	2.00	3.00	1.00	1.00	2.35	0.65	1.00	2.19	0.81
Final Sat.:	3200	4973	427	3200	5400	1800	1700	4229	1171	1700	3946	1454
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.12	0.16	0.21	0.19	0.18	0.18	0.11	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.23	0.23	0.15	0.29	0.29	0.25	0.33	0.33	0.19	0.28	0.28
Volume/Cap:	0.73	0.78	0.78	0.78	0.56	0.73	0.78	0.56	0.56	0.56	0.78	0.78
Delay/Veh:	62.1	46.7	46.7	57.5	36.8	43.8	51.7	33.7	33.7	45.7	43.0	43.0
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:	62.1	46.7	46.7	57.5	36.8	43.8	51.7	33.7	33.7	45.7	43.0	43.0
LOS by Move:	E	D	D	E	D	D	D	C	C	D	D	D
HCM2kAvgQ:	6	14	14	10	10	14	14	11	11	7	16	16

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

EX MID WKDAY Tue Nov 14, 2006 19:05:58 Page 92-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 1230-1330												
Base Vol:	15	1354	20	21	1374	24	25	24	28	21	21	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1354	20	21	1374	24	25	24	28	21	21	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1354	20	21	1374	24	25	24	28	21	21	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1354	20	21	1374	24	25	24	28	21	21	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1354	20	21	1374	24	25	24	28	21	21	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	0.51	0.49	1.00	0.50	0.50	1.00
Final Sat.:	1700	5321	79	1700	5307	93	918	882	1800	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.01	0.26	0.26	0.03	0.03	0.02	0.02	0.02	0.01
Crit Moves:					****			****				
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.01	0.29	0.29	0.01	0.30	0.30	0.30	0.30	0.17	0.26	0.26	0.13
Delay/Veh:	0.9	1.2	1.2	0.9	1.2	1.2	43.5	43.5	42.4	43.1	43.1	42.2
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:	0.9	1.2	1.2	0.9	1.2	1.2	43.5	43.5	42.4	43.1	43.1	42.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	3	3	2	2	1	1	1	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:58 Page 93-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	1 0	1 0	1	0 1
Volume Module: >> Count Date: 11 May 2005 << 1300-1400												
Base Vol:	21	1354	21	24	1473	26	30	43	23	19	55	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1354	21	24	1473	26	30	43	23	19	55	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1354	21	24	1473	26	30	43	23	19	55	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1354	21	24	1473	26	30	43	23	19	55	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	1354	21	24	1473	26	30	43	23	19	55	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.95	0.05	0.62	0.90	0.48	1.00	1.00	1.00
Final Sat.:	1700	5318	82	1700	5306	94	1125	1612	862	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.01	0.28	0.28	0.03	0.03	0.03	0.01	0.03	0.03
Crit Moves:	****				****						****	
Green/Cycle:	0.04	0.81	0.81	0.04	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.34	0.32	0.32	0.32	0.34	0.34	0.30	0.30	0.30	0.12	0.34	0.28
Delay/Veh:	50.3	2.6	2.6	48.7	2.4	2.4	43.1	43.1	43.1	42.3	44.0	43.4
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:	50.3	2.6	2.6	48.7	2.4	2.4	43.1	43.1	43.1	42.3	44.0	43.4
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	4	4	2	2	2	1	2	2

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

EX MID WKDAY Tue Nov 14, 2006 19:05:58 Page 94-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	2	1 0	0 1	0	0 1	0 1	0	1 0
Volume Module: >> Count Date: 17 May 2005 << 1245-1345												
Base Vol:	25	1217	30	27	1229	174	168	7	50	15	5	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1217	30	27	1229	174	168	7	50	15	5	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1217	30	27	1229	174	168	7	50	15	5	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1217	30	27	1229	174	168	7	50	15	5	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	1217	30	27	1229	174	168	7	50	15	5	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	0.96	0.04	1.00	0.75	0.25	1.00
Final Sat.:	1700	5400	1800	1700	4730	670	1728	72	1800	1350	450	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.02	0.02	0.26	0.26	0.10	0.10	0.03	0.01	0.01	0.02
Crit Moves:					****			****				
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.02	0.32	0.02	0.02	0.37	0.37	0.37	0.37	0.11	0.04	0.04	0.07
Delay/Veh:	4.6	5.9	4.6	4.6	6.2	6.2	30.7	30.7	28.2	27.6	27.6	27.8
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:	4.6	5.9	4.6	4.6	6.2	6.2	30.7	30.7	28.2	27.6	27.6	27.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	0	6	6	5	5	1	0	0	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:58 Page 95-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	0 1	0 0	1	1 0	0 1	1
Volume Module: >> Count Date: 17 May 2005 << 1245-1345												
Base Vol:	0	1001	75	256	1028	7	2	2	0	61	2	262
Growth Adj:	1.00	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	1001	75	256	1028	7	2	2	0	61	2	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1001	75	256	1028	7	2	2	0	61	2	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1001	75	256	1028	7	2	2	0	61	2	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1001	75	256	1028	7	2	2	0	61	2	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.50	0.50	1.00	1.00	0.02	1.98
Final Sat.:	1700	3600	1800	3200	3576	24	900	900	1800	1700	27	3573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.04	0.08	0.29	0.29	0.00	0.00	0.00	0.04	0.07	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.61	0.61	0.17	0.78	0.78	0.16	0.16	0.00	0.16	0.16	0.16
Volume/Cap:	0.00	0.46	0.07	0.46	0.37	0.37	0.01	0.01	0.00	0.22	0.46	0.46
Delay/Veh:	0.0	10.9	8.1	37.7	3.5	3.5	35.4	35.4	0.0	37.0	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	8.1	37.7	3.5	3.5	35.4	35.4	0.0	37.0	38.7	38.7
LOS by Move:	A	B	A	D	A	A	D	D	A	D	D	D
HCM2kAvgQ:	0	9	1	5	5	5	0	0	0	2	4	4

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

EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 96-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.171
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module: >> Count Date: 24 Mar 2005 << 1300-1400												
Base Vol:	50	0	70	0	0	0	0	403	47	86	400	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:	50	0	70	0	0	0	0	403	47	86	400	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	70	0	0	0	0	403	47	86	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	70	0	0	0	0	403	47	86	400	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
Final Vol.:	50	0	70	0	0	0	0	403	47	86	400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.79	0.21	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3224	376	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.13	0.13	0.05	0.11	0.00
Crit Moves:			****					****				
Green/Cycle:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.73	0.00
Volume/Cap:	0.13	0.00	0.17	0.00	0.00	0.00	0.00	0.17	0.17	0.07	0.15	0.00
Delay/Veh:	30.9	0.0	31.2	0.0	0.0	0.0	0.0	4.1	4.1	3.8	4.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	0.0	31.2	0.0	0.0	0.0	0.0	4.1	4.1	3.8	4.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	2	2	1	2	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 97-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0	1 0	0	1	1 0	2	0 0	0 0	2	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 1230-1330												
Base Vol:	0	0	0	67	0	58	36	960	0	0	1041	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	67	0	58	36	960	0	0	1041	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	67	0	58	36	960	0	0	1041	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	0	58	36	960	0	0	1041	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	67	0	58	36	960	0	0	1041	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.02	0.27	0.00	0.00	0.29	0.05
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.84	0.84	0.00	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.28	0.03	0.32	0.00	0.00	0.34	0.06
Delay/Veh:	0.0	0.0	0.0	41.8	0.0	41.2	1.2	1.7	0.0	0.0	1.8	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.8	0.0	41.2	1.2	1.7	0.0	0.0	1.8	1.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	0	3	0	0	4	1

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

EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 98-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1300-1400												
Base Vol:	6	12	33	20	9	26	16	1285	11	23	1164	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	12	33	20	9	26	16	1285	11	23	1164	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	12	33	20	9	26	16	1285	11	23	1164	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	12	33	20	9	26	16	1285	11	23	1164	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
Final Vol.:	6	12	33	20	9	26	16	1285	11	23	1164	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	600	1200	1800	1241	559	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.36	0.01	0.01	0.32	0.02
Crit Moves:			****					****				
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.91	0.91	0.91	0.91	0.91	0.91
Volume/Cap:	0.21	0.21	0.39	0.34	0.34	0.31	0.01	0.39	0.01	0.01	0.35	0.02
Delay/Veh:	47.1	47.1	49.2	48.6	48.6	48.2	0.4	0.7	0.4	0.4	0.6	0.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	47.1	49.2	48.6	48.6	48.2	0.4	0.7	0.4	0.4	0.6	0.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	2	1	1	1	0	3	0	0	3	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 99-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	0 1	1 0	2	1 0	1 0	4	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330												
Base Vol:	79	5	34	20	0	20	32	1666	98	45	1731	18
Growth Adj:	1.00	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	5	34	20	0	20	32	1666	98	45	1731	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	5	34	20	0	20	32	1666	98	45	1731	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	5	34	20	0	20	32	1666	98	45	1731	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	5	34	20	0	20	32	1666	98	45	1731	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.13	0.87	1.00	0.00	1.00	1.00	2.83	0.17	1.00	4.00	1.00
Final Sat.:	1700	231	1569	1700	0	1800	1700	5100	300	1700	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.00	0.01	0.02	0.33	0.33	0.03	0.24	0.01
Crit Moves:	****							****			****	
Green/Cycle:	0.07	0.07	0.07	0.07	0.00	0.07	0.50	0.50	0.50	0.37	0.37	0.37
Volume/Cap:	0.65	0.30	0.30	0.17	0.00	0.16	0.04	0.65	0.65	0.07	0.65	0.03
Delay/Veh:	57.3	45.4	45.4	44.3	0.0	44.2	12.7	19.1	19.1	20.5	26.9	20.2
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:	57.3	45.4	45.4	44.3	0.0	44.2	12.7	19.1	19.1	20.5	26.9	20.2
LOS by Move:	E	D	D	D	A	D	B	B	B	C	C	C
HCM2kAvgQ:	4	2	2	1	0	1	1	15	15	1	12	0

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

EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 100-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[13.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1245-1345												
Base Vol:	0	0	0	0	0	0	174	1111	0	0	707	503
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	174	1111	0	0	707	503
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	174	1111	0	0	707	503
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	174	1111	0	0	707	503
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1210	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	584	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	584	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 101-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 20 Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	1		1	0	1!	0	0		0	0	2	0	1		0	0	2	0	0	
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330																								
Base Vol:	0		0		17		427		0		181		0		751		19		0		674		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		17		427		0		181		0		751		19		0		674		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		17		427		0		181		0		751		19		0		674		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		17		427		0		181		0		751		19		0		674		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	
Final Vol.:	0		0		17		427		0		181		0		751		19		0		674		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.91		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00		0.00		1.00		1.55		0.00		0.45		0.00		2.00		1.00		0.00		2.00		0.00	
Final Sat.:	0		0		1800		2682		0		808		0		3600		1800		0		3600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.16		0.00		0.22		0.00		0.21		0.01		0.00		0.19		0.00	
Crit Moves:											****				****									
Green/Cycle:	0.00		0.00		0.50		0.50		0.00		0.50		0.00		0.46		0.46		0.00		0.46		0.00	
Volume/Cap:	0.00		0.00		0.02		0.32		0.00		0.45		0.00		0.45		0.02		0.00		0.40		0.00	
Delay/Veh:	0.0		0.0		12.8		15.1		0.0		16.5		0.0		18.4		14.6		0.0		17.9		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:	0.0		0.0		12.8		15.1		0.0		16.5		0.0		18.4		14.6		0.0		17.9		0.0	
LOS by Move:	A		A		B		B		A		B		A		B		B		A		B		A	
HCM2kAvgQ:	0		0		0		5		0		8		0		8		0		0		7		0	

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 102-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #101 I-405 NB Ramps/Artesia Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 19 Level Of Service: B

****

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Split Phase						Split Phase					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	0	0	0	2		0	0	0	0	0		0	0	2	0	1	
Volume Module: >> Count Date: 7 Apr 2005 << 1245-1345																								
Base Vol:	0		0		0		0		0		783		0		0		0		0		664		200	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		783		0		0		0		0		664		200	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		0		0		0		783		0		0		0		0		664		200	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		0		0		783		0		0		0		0		664		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	
Final Vol.:	0		0		0		0		0		783		0		0		0		0		664		200	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00		0.00		0.00		0.00		0.00		2.00		0.00		0.00		0.00		0.00		2.00		1.00	
Final Sat.:	0		0		0		0		0		3600		0		0		0		0		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.00		0.00		0.22		0.00		0.00		0.00		0.00		0.18		0.11	
Crit Moves:											****										****			
Green/Cycle:	0.00		0.00		0.00		0.00		0.00		0.52		0.00		0.00		0.00		0.00		0.44		0.44	
Volume/Cap:	0.00		0.00		0.00		0.00		0.00		0.42		0.00		0.00		0.00		0.00		0.42		0.25	
Delay/Veh:	0.0		0.0		0.0		0.0		0.0		14.9		0.0		0.0		0.0		0.0		19.4		17.8	
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:	0.0		0.0		0.0		0.0		0.0		14.9		0.0		0.0		0.0		0.0		19.4		17.8	
LOS by Move:	A		A		A		A		A		B		A		A		A		A		B		B	
HCM2kAvgQ:	0		0		0		0		0		8		0		0		0		0		7		4	

****

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

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EX MID WKDAY Tue Nov 14, 2006 19:05:59 Page 103-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[11.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	2 1	1	0 0	0 0	0
Volume Module: >> Count Date: 7 Apr 2005 << 1230-1330												
Base Vol:	0	0	222	0	0	0	0	706	790	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	222	0	0	0	0	706	790	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	222	0	0	0	0	706	790	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	222	0	0	0	0	706	790	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	235	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	809	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	809	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	11.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 104-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module: >> Count Date: 21 Apr 2005 << 1200-1300												
Base Vol:	801	0	28	0	0	0	0	314	512	86	458	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:	801	0	28	0	0	0	0	314	512	86	458	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	801	0	28	0	0	0	0	314	512	86	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	801	0	28	0	0	0	0	314	512	86	458	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
Final Vol.:	801	0	28	0	0	0	0	314	512	86	458	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3385	0	114	0	0	0	0	1800	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.28	0.05	0.25	0.00
Crit Moves:			****						****			
Green/Cycle:	0.44	0.00	0.44	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.53	0.00	0.55	0.00	0.00	0.00	0.00	0.34	0.55	0.10	0.49	0.00
Delay/Veh:	20.6	0.0	20.9	0.0	0.0	0.0	0.0	14.3	16.8	12.4	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	0.0	20.9	0.0	0.0	0.0	0.0	14.3	16.8	12.4	16.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	10	0	11	0	0	0	0	6	11	1	10	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 105-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 47 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module: >> Count Date: 21 Apr 2005 << 1215-1315												
Base Vol:	299	1226	0	0	1317	342	92	0	565	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:	299	1226	0	0	1317	342	92	0	565	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1226	0	0	1317	342	92	0	565	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1226	0	0	1317	342	92	0	565	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
Final Vol.:	299	1226	0	0	1317	342	92	0	565	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.38	0.62	0.25	0.00	1.75	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4287	1113	442	0	3158	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.00	0.00	0.31	0.31	0.21	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.24	0.66	0.00	0.00	0.42	0.42	0.28	0.00	0.52	0.00	0.00	0.00
Volume/Cap:	0.74	0.35	0.00	0.00	0.74	0.74	0.74	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	42.0	7.7	0.0	0.0	25.8	25.8	35.7	0.0	14.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	7.7	0.0	0.0	25.8	25.8	35.7	0.0	14.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	11	6	0	0	16	16	12	0	6	0	0	0

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 106-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #105 I-405 NB Ramps/Western Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 29 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module: >> Count Date: 12 May 2005 << 1215-1315												
Base Vol:	0	1085	348	64	1069	0	0	0	0	497	0	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1085	348	64	1069	0	0	0	0	497	0	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1085	348	64	1069	0	0	0	0	497	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1085	348	64	1069	0	0	0	0	497	0	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
Final Vol.:	0	1085	348	64	1069	0	0	0	0	497	0	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.56	0.00	0.44
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	2705	0	785
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.19	0.04	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.25
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.49	0.90	0.06	0.55	0.00	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.00	0.62	0.22	0.62	0.36	0.00	0.00	0.00	0.00	0.45	0.00	0.62
Delay/Veh:	0.0	19.5	0.7	56.7	12.8	0.0	0.0	0.0	0.0	21.4	0.0	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	0.7	56.7	12.8	0.0	0.0	0.0	0.0	21.4	0.0	24.3
LOS by Move:	A	B	A	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	13	2	3	6	0	0	0	0	8	0	12

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 107-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 31 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	2 0	3 0	0	0 0	2 0	1
Volume Module: >> Count Date: 12 May 2005 << 1300-1400												
Base Vol:	0	0	0	386	0	73	391	821	0	0	832	326
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	386	0	73	391	821	0	0	832	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	386	0	73	391	821	0	0	832	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	386	0	73	391	821	0	0	832	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	386	0	73	391	821	0	0	832	326
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.73	0.00	0.27	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3015	0	482	3200	5400	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.12	0.15	0.00	0.00	0.23	0.18
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.27	0.27	0.00	0.00	0.41	0.41
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.57	0.46	0.57	0.00	0.00	0.57	0.45
Delay/Veh:	0.0	0.0	0.0	31.3	0.0	32.7	31.0	32.2	0.0	0.0	23.4	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.3	0.0	32.7	31.0	32.2	0.0	0.0	23.4	22.0
LOS by Move:	A	A	A	C	A	C	C	C	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	8	6	8	0	0	11	8

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 108-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #107 Inglewood Ave/190th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.121
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 79.0
Optimal Cycle: 180 Level Of Service: E

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1230-1330												
Base Vol:	51	171	40	373	107	318	688	752	18	81	851	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	171	40	373	107	318	688	752	18	81	851	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	171	40	373	107	318	688	752	18	81	851	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	171	40	373	107	318	688	752	18	81	851	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	171	40	373	107	318	688	752	18	81	851	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.23	0.77	1.00	0.78	0.22	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	414	1386	1800	1399	401	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.27	0.27	0.18	0.40	0.21	0.01	0.05	0.24	0.08
Crit Moves:		****			****		****				****	
Green/Cycle:	0.11	0.11	0.11	0.24	0.24	0.60	0.36	0.47	0.47	0.11	0.21	0.21
Volume/Cap:	1.12	1.12	0.20	1.12	1.12	0.29	1.12	0.45	0.02	0.45	1.12	0.36
Delay/Veh:	144.6	145	41.0	118.7	119	9.9	106.2	18.2	14.4	43.7	111	34.3
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:	144.6	145	41.0	118.7	119	9.9	106.2	18.2	14.4	43.7	111	34.3
LOS by Move:	F	F	D	F	F	A	F	B	B	D	F	C
HCM2kAvgQ:	14	14	1	26	26	5	38	8	0	3	24	4

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 109-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #108 Juniper Ave/235th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	1	0	0	0	0	1	0	1
Volume Module: >> Count Date: 12 May 2005 << 1300-1400																
Base Vol:	0	0	0		14	0	36		26	545	0		0	350	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		14	0	36		26	545	0		0	350	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		14	0	36		26	545	0		0	350	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		14	0	36		26	545	0		0	350	12	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		14	0	36		26	545	0		0	350	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		1700	0	1800		1700	1800	0		0	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.02		0.02	0.30	0.00		0.00	0.19	0.01	
Crit Moves:							****			****						
Green/Cycle:	0.00	0.00	0.00		0.06	0.00	0.06		0.90	0.90	0.00		0.00	0.90	0.90	
Volume/Cap:	0.00	0.00	0.00		0.14	0.00	0.34		0.02	0.34	0.00		0.00	0.22	0.01	
Delay/Veh:	0.0	0.0	0.0		45.2	0.0	47.0		0.5	0.8	0.0		0.0	0.7	0.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		45.2	0.0	47.0		0.5	0.8	0.0		0.0	0.7	0.5	
LOS by Move:	A	A	A		D	A	D		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		1	0	1		0	3	0		0	2	0	

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

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EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 110-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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Intersection #109 Madison St/Sepulveda Blvd

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 22 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0	1	0	3	0	0
Volume Module: >> Count Date: 24 Mar 2005 << 1300-1400																
Base Vol:	15	0	98		0	0	0		0	1445	39		136	1538	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:	15	0	98		0	0	0		0	1445	39		136	1538	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	0	98		0	0	0		0	1445	39		136	1538	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	0	98		0	0	0		0	1445	39		136	1538	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	
Final Vol.:	15	0	98		0	0	0		0	1445	39		136	1538	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.89	0.11		1.00	3.00	0.00	
Final Sat.:	1700	0	1800		0	0	0		0	7011	189		1700	5400	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.05		0.00	0.00	0.00		0.00	0.21	0.21		0.08	0.28	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.15	0.00	0.15		0.00	0.00	0.00		0.00	0.57	0.57		0.22	0.79	0.00	
Volume/Cap:	0.06	0.00	0.36		0.00	0.00	0.00		0.00	0.36	0.36		0.36	0.36	0.00	
Delay/Veh:	36.5	0.0	39.0		0.0	0.0	0.0		0.0	11.8	11.8		33.6	3.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.5	0.0	39.0		0.0	0.0	0.0		0.0	11.8	11.8		33.6	3.1	0.0	
LOS by Move:	D	A	D		A	A	A		A	B	B		C	A	A	
HCM2kAvgQ:	0	0	3		0	0	0		0	6	6		4	5	0	

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

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EX MID WKDAY Tue Nov 14, 2006 19:06:00 Page 111-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	146	181	262	85	209	53	31	364	96	292	619	54
Growth Adj:	1.00	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	181	262	85	209	53	31	364	96	292	619	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	181	262	85	209	53	31	364	96	292	619	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	181	262	85	209	53	31	364	96	292	619	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	181	262	85	209	53	31	364	96	292	619	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.58	0.42	1.00	1.84	0.16
Final Sat.:	1700	1800	1800	1700	2872	728	1700	2849	751	1700	3311	289
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.15	0.05	0.07	0.07	0.02	0.13	0.13	0.17	0.19	0.19
Crit Moves:			****								****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.20	0.24	0.35	0.12	0.17	0.17	0.03	0.24	0.24	0.32	0.35	0.35
Delay/Veh:	18.5	18.8	19.8	17.8	18.2	18.2	10.8	12.2	12.2	13.0	13.1	13.1
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:	18.5	18.8	19.8	17.8	18.2	18.2	10.8	12.2	12.2	13.0	13.1	13.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	4	6	2	3	3	0	4	4	6	6	6

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

EX MID WKDAY Tue Nov 14, 2006 19:06:01 Page 112-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 10 May 2005 << 1230-1330												
Base Vol:	15	91	30	136	151	133	163	1208	19	72	1238	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	91	30	136	151	133	163	1208	19	72	1238	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	91	30	136	151	133	163	1208	19	72	1238	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	91	30	136	151	133	163	1208	19	72	1238	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	91	30	136	151	133	163	1208	19	72	1238	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.22	1.34	0.44	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.69	0.31
Final Sat.:	397	2409	794	1700	1800	1800	1700	5316	84	1700	4848	552
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.08	0.07	0.10	0.23	0.23	0.04	0.26	0.26
Crit Moves:					****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.21	0.64	0.64	0.12	0.55	0.55
Volume/Cap:	0.21	0.21	0.21	0.44	0.46	0.41	0.46	0.36	0.36	0.36	0.46	0.46
Delay/Veh:	35.0	35.0	35.0	37.4	37.6	37.0	35.7	8.5	8.5	41.6	13.6	13.6
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:	35.0	35.0	35.0	37.4	37.6	37.0	35.7	8.5	8.5	41.6	13.6	13.6
LOS by Move:	C	C	C	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	2	2	2	5	5	4	5	6	6	3	9	9

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

EX MID WKDAY Tue Nov 14, 2006 19:06:01 Page 113-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400												
Base Vol:	82	1091	61	31	1057	59	67	10	56	39	15	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1091	61	31	1057	59	67	10	56	39	15	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1091	61	31	1057	59	67	10	56	39	15	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1091	61	31	1057	59	67	10	56	39	15	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	1091	61	31	1057	59	67	10	56	39	15	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.91	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.84	0.16	1.75	0.25	1.00	1.46	0.54	1.00
Final Sat.:	1700	5400	1800	1700	5115	285	3045	454	1800	2527	972	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.03	0.02	0.21	0.21	0.02	0.02	0.03	0.02	0.02	0.02
Crit Moves:					****				****			****
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.11	0.11	0.06	0.06	0.06
Volume/Cap:	0.06	0.26	0.04	0.02	0.27	0.27	0.19	0.19	0.27	0.25	0.25	0.27
Delay/Veh:	3.0	3.5	2.9	2.9	3.6	3.6	40.3	40.3	41.1	45.3	45.3	46.1
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:	3.0	3.5	2.9	2.9	3.6	3.6	40.3	40.3	41.1	45.3	45.3	46.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	0	0	4	4	1	1	2	1	1	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:01 Page 114-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400												
Base Vol:	56	1194	9	6	1060	31	118	3	51	4	8	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1194	9	6	1060	31	118	3	51	4	8	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1194	9	6	1060	31	118	3	51	4	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1194	9	6	1060	31	118	3	51	4	8	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	1194	9	6	1060	31	118	3	51	4	8	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.91	0.09	0.98	0.02	1.00	0.33	0.67	1.00
Final Sat.:	1700	5360	40	1700	5247	153	1755	45	1800	600	1200	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.00	0.20	0.20	0.07	0.07	0.03	0.01	0.01	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.10	0.72	0.72	0.01	0.63	0.63	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.32	0.31	0.31	0.31	0.32	0.32	0.32	0.32	0.14	0.03	0.03	0.01
Delay/Veh:	42.7	5.1	5.1	57.9	8.7	8.7	34.0	34.0	32.4	31.5	31.5	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:	42.7	5.1	5.1	57.9	8.7	8.7	34.0	34.0	32.4	31.5	31.5	31.3
LOS by Move:	D	A	A	E	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	5	5	1	5	5	3	3	1	0	0	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:01 Page 115-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module: >> Count Date: 23 Mar 2005 << 1230-1330												
Base Vol:	148	930	85	186	738	158	257	779	125	180	933	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	930	85	186	738	158	257	779	125	180	933	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	930	85	186	738	158	257	779	125	180	933	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	930	85	186	738	158	257	779	125	180	933	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	930	85	186	738	158	257	779	125	180	933	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.75	0.25	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.55	0.45
Final Sat.:	3200	4948	452	3200	5400	1800	3200	3600	1800	3200	4597	803
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.06	0.14	0.09	0.08	0.22	0.07	0.06	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.33	0.33	0.10	0.32	0.32	0.14	0.40	0.40	0.10	0.36	0.36
Volume/Cap:	0.42	0.57	0.57	0.57	0.42	0.27	0.57	0.55	0.18	0.55	0.57	0.57
Delay/Veh:	50.7	33.5	33.5	53.6	31.9	30.3	49.8	28.3	23.6	53.1	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	33.5	33.5	53.6	31.9	30.3	49.8	28.3	23.6	53.1	31.4	31.4
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	11	11	5	7	4	6	12	3	4	12	12

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

EX MID WKDAY Tue Nov 14, 2006 19:06:01 Page 116-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 29 Mar 2005 << 1300-1400												
Base Vol:	94	1181	0	0	987	102	76	0	80	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:	94	1181	0	0	987	102	76	0	80	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1181	0	0	987	102	76	0	80	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1181	0	0	987	102	76	0	80	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
Final Vol.:	94	1181	0	0	987	102	76	0	80	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5400	0	1700	5400	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.00	0.00	0.18	0.06	0.02	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.11	0.78	0.00	0.00	0.67	0.83	0.16	0.00	0.16	0.00	0.00	0.00
Volume/Cap:	0.27	0.28	0.00	0.00	0.27	0.07	0.15	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	41.4	3.1	0.0	0.0	6.6	1.5	36.4	0.0	37.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	3.1	0.0	0.0	6.6	1.5	36.4	0.0	37.6	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	2	4	0	0	4	1	1	0	2	0	0	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 31 Mar 2005 << 1300-1400												
Base Vol:	107	819	109	185	632	178	134	791	70	70	946	154
Growth Adj:	1.00	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	819	109	185	632	178	134	791	70	70	946	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	819	109	185	632	178	134	791	70	70	946	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	819	109	185	632	178	134	791	70	70	946	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	819	109	185	632	178	134	791	70	70	946	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.58	0.42
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	1700	4644	756
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.06	0.06	0.12	0.10	0.04	0.15	0.04	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.31	0.31	0.12	0.33	0.33	0.08	0.39	0.39	0.11	0.41	0.41
Volume/Cap:	0.36	0.49	0.20	0.49	0.36	0.30	0.49	0.38	0.10	0.38	0.49	0.49
Delay/Veh:	43.2	28.6	25.8	42.4	25.6	25.2	45.1	22.1	19.6	42.7	21.9	21.9
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:	43.2	28.6	25.8	42.4	25.6	25.2	45.1	22.1	19.6	42.7	21.9	21.9
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	2	7	3	4	5	4	3	6	1	3	9	9

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1215-1315												
Base Vol:	3	471	8	114	645	77	22	10	5	3	27	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	471	8	114	645	77	22	10	5	3	27	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	471	8	114	645	77	22	10	5	3	27	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	471	8	114	645	77	22	10	5	3	27	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	471	8	114	645	77	22	10	5	3	27	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.95	0.05	2.00	2.00	1.00	1.00	1.33	0.67	1.00	1.00	1.00
Final Sat.:	1700	5310	90	3200	3600	1800	1700	2400	1200	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.04	0.18	0.04	0.01	0.00	0.00	0.00	0.02	0.16
Crit Moves:	****				****							****
Green/Cycle:	0.00	0.36	0.36	0.14	0.49	0.49	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.36	0.25	0.25	0.25	0.36	0.09	0.03	0.01	0.01	0.00	0.03	0.36
Delay/Veh:	74.7	22.8	22.8	38.4	15.7	13.4	15.8	15.7	15.7	15.6	15.9	18.8
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:	74.7	22.8	22.8	38.4	15.7	13.4	15.8	15.7	15.7	15.6	15.9	18.8
LOS by Move:	E	C	C	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	4	2	6	1	0	0	0	0	0	6

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

EX MID WKDAY Tue Nov 14, 2006 19:06:01 Page 119-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:		Include				Ovl				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0	0	2	2	0	3	0	0	0	0	3	0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1200-1300																
Base Vol:	0	0	0		467	0	301		211	1385	0		0	1416	283	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		467	0	301		211	1385	0		0	1416	283	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		467	0	301		211	1385	0		0	1416	283	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		467	0	301		211	1385	0		0	1416	283	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		467	0	301		211	1385	0		0	1416	283	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		2.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3200	0	3600		3200	5400	0		0	5400	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.00	0.08		0.07	0.26	0.00		0.00	0.26	0.16	
Crit Moves:					****					****				****		
Green/Cycle:	0.00	0.00	0.00		0.21	0.00	0.57		0.36	0.36	0.00		0.00	0.37	0.58	
Volume/Cap:	0.00	0.00	0.00		0.71	0.00	0.15		0.18	0.71	0.00		0.00	0.71	0.27	
Delay/Veh:	0.0	0.0	0.0		40.4	0.0	10.2		21.8	28.5	0.0		0.0	28.0	10.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		40.4	0.0	10.2		21.8	28.5	0.0		0.0	28.0	10.7	
LOS by Move:	A	A	A		D	A	B		C	C	A		A	C	B	
HCM2kAvgQ:	0	0	0		9	0	2		3	14	0		0	14	5	

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 120-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0	1	0	1	1	0	1	1	0	1	1	0	1	1	0	0	1
Volume Module: >> Count Date: 20 Apr 2005 << 1200-1300																
Base Vol:	58	279	89		112	377	21		27	19	84		151	17	142	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	58	279	89		112	377	21		27	19	84		151	17	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	279	89		112	377	21		27	19	84		151	17	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	279	89		112	377	21		27	19	84		151	17	142	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	58	279	89		112	377	21		27	19	84		151	17	142	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95	
Lanes:	0.34	1.66	1.00		0.46	1.54	1.00		1.00	1.00	1.00		1.80	0.20	1.00	
Final Sat.:	620	2980	1800		825	2775	1800		1700	1800	1800		3146	354	1800	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.05		0.14	0.14	0.01		0.02	0.01	0.05		0.05	0.05	0.08	
Crit Moves:						****					****				****	
Green/Cycle:	0.49	0.49	0.77		0.49	0.49	0.49		0.17	0.17	0.17		0.28	0.28	0.28	
Volume/Cap:	0.19	0.19	0.06		0.28	0.28	0.02		0.09	0.06	0.28		0.17	0.17	0.28	
Delay/Veh:	14.5	14.5	2.7		15.2	15.2	13.2		35.3	35.1	36.8		27.0	27.0	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:	14.5	14.5	2.7		15.2	15.2	13.2		35.3	35.1	36.8		27.0	27.0	28.2	
LOS by Move:	B	B	A		B	B	B		D	D	D		C	C	C	
HCM2kAvgQ:	3	3	1		5	5	0		1	1	3		2	2	4	

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 121-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1200-1300												
Base Vol:	59	250	27	130	218	266	80	1048	45	27	1210	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	250	27	130	218	266	80	1048	45	27	1210	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	250	27	130	218	266	80	1048	45	27	1210	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	250	27	130	218	266	80	1048	45	27	1210	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	250	27	130	218	266	80	1048	45	27	1210	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.02	0.08	0.12	0.15	0.05	0.29	0.03	0.02	0.34	0.06
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.08	0.64	0.64	0.04	0.60	0.60
Volume/Cap:	0.13	0.53	0.06	0.29	0.46	0.56	0.56	0.45	0.04	0.45	0.56	0.11
Delay/Veh:	28.4	32.8	27.7	29.9	31.7	33.6	49.3	9.1	6.5	52.7	12.7	8.8
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:	28.4	32.8	27.7	29.9	31.7	33.6	49.3	9.1	6.5	52.7	12.7	8.8
LOS by Move:	C	C	C	C	C	C	D	A	A	D	B	A
HCM2kAvgQ:	2	7	1	4	6	8	4	9	1	2	12	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 122-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 20 Apr 2005 << 1300-1400												
Base Vol:	91	173	49	51	172	43	42	978	83	78	887	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	173	49	51	172	43	42	978	83	78	887	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	173	49	51	172	43	42	978	83	78	887	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	173	49	51	172	43	42	978	83	78	887	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	173	49	51	172	43	42	978	83	78	887	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.78	0.22	1.00	0.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1403	397	1700	1440	360	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.03	0.12	0.12	0.02	0.27	0.05	0.05	0.25	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.06	0.58	0.58	0.10	0.62	0.62
Volume/Cap:	0.20	0.47	0.47	0.11	0.45	0.45	0.40	0.47	0.08	0.47	0.40	0.08
Delay/Veh:	28.9	31.7	31.7	28.1	31.5	31.5	47.6	12.3	9.3	44.7	9.9	7.8
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:	28.9	31.7	31.7	28.1	31.5	31.5	47.6	12.3	9.3	44.7	9.9	7.8
LOS by Move:	C	C	C	C	C	C	D	B	A	D	A	A
HCM2kAvgQ:	2	6	6	1	6	6	2	9	1	3	7	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 123-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.172
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 21 Apr 2005 << 1230-1330												
Base Vol:	133	311	53	34	257	21	17	70	115	33	123	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	311	53	34	257	21	17	70	115	33	123	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	311	53	34	257	21	17	70	115	33	123	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	311	53	34	257	21	17	70	115	33	123	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	311	53	34	257	21	17	70	115	33	123	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.71	0.29	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1700	3076	524	1700	3328	272	1700	1800	1800	1700	2636	964
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.02	0.08	0.08	0.01	0.04	0.06	0.02	0.05	0.05
Crit Moves:		****							****			
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.13	0.17	0.17	0.03	0.13	0.13	0.03	0.10	0.17	0.05	0.13	0.13
Delay/Veh:	9.3	9.5	9.5	8.7	9.2	9.2	20.0	20.6	21.2	20.2	20.7	20.7
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:	9.3	9.5	9.5	8.7	9.2	9.2	20.0	20.6	21.2	20.2	20.7	20.7
LOS by Move:	A	A	A	A	A	A	B	C	C	C	C	C
HCM2kAvgQ:	2	3	3	0	2	2	0	1	2	1	2	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 124-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	2 1	0	2 0	3 1	0
Volume Module: >> Count Date: 26 Apr 2005 << 1215-1315												
Base Vol:	221	278	58	85	245	46	102	1508	266	128	1404	105
Growth Adj:	1.00	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	278	58	85	245	46	102	1508	266	128	1404	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	278	58	85	245	46	102	1508	266	128	1404	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	278	58	85	245	46	102	1508	266	128	1404	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	221	278	58	85	245	46	102	1508	266	128	1404	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.65	0.35	1.00	1.68	0.32	2.00	2.55	0.45	2.00	3.72	0.28
Final Sat.:	1700	2979	621	1700	3031	569	3200	4590	810	3200	6699	501
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.05	0.08	0.08	0.03	0.33	0.33	0.04	0.21	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.21	0.22	0.22	0.12	0.13	0.13	0.08	0.52	0.52	0.06	0.51	0.51
Volume/Cap:	0.63	0.43	0.43	0.43	0.63	0.63	0.41	0.63	0.63	0.63	0.41	0.41
Delay/Veh:	39.8	34.1	34.1	42.5	44.1	44.1	45.1	17.5	17.5	51.9	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	34.1	34.1	42.5	44.1	44.1	45.1	17.5	17.5	51.9	15.4	15.4
LOS by Move:	D	C	C	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	8	5	5	3	6	6	2	14	14	3	8	8

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 125-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	1	314	2	55	500	95	11	7	2	2	13	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:	1	314	2	55	500	95	11	7	2	2	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	314	2	55	500	95	11	7	2	2	13	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	314	2	55	500	95	11	7	2	2	13	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	314	2	55	500	95	11	7	2	2	13	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39	1.00	0.13	0.87	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1100	700	1800	240	1560	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.03	0.28	0.05	0.01	0.01	0.00	0.01	0.01	0.03
Crit Moves:					****							****
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.00	0.20	0.00	0.04	0.32	0.06	0.10	0.10	0.01	0.08	0.08	0.32
Delay/Veh:	1.0	1.2	1.0	1.0	1.4	1.0	41.3	41.3	40.7	41.2	41.2	43.0
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:	1.0	1.2	1.0	1.0	1.4	1.0	41.3	41.3	40.7	41.2	41.2	43.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	0	0	3	0	1	1	0	0	0	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 126-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.7
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	1 0	0 0	1
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	72	282	5	12	465	17	22	3	67	0	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	282	5	12	465	17	22	3	67	0	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	282	5	12	465	17	22	3	67	0	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	282	5	12	465	17	22	3	67	0	0	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	282	5	12	465	17	22	3	67	0	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1584	216	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.01	0.26	0.01	0.01	0.01	0.04	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.12	0.12	0.12	0.00	0.00	0.12
Volume/Cap:	0.05	0.19	0.00	0.01	0.31	0.01	0.11	0.11	0.31	0.00	0.00	0.03
Delay/Veh:	1.4	1.6	1.3	1.3	1.9	1.3	39.4	39.4	40.9	0.0	0.0	38.9
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:	1.4	1.6	1.3	1.3	1.9	1.3	39.4	39.4	40.9	0.0	0.0	38.9
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	D
HCM2kAvgQ:	0	2	0	0	3	0	1	1	2	0	0	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:02 Page 127-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	1 0	1 0	2	0 0
Volume Module: >> Count Date: 7 Apr 2005 << 1230-1330												
Base Vol:	12	0	21	0	0	0	0	1215	29	25	1156	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	21	0	0	0	0	1215	29	25	1156	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	21	0	0	0	0	1215	29	25	1156	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	21	0	0	0	0	1215	29	25	1156	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
Final Vol.:	12	0	21	0	0	0	0	1215	29	25	1156	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5274	126	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.23	0.23	0.01	0.32	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.85	0.85	0.05	0.91	0.00
Volume/Cap:	0.21	0.00	0.35	0.00	0.00	0.00	0.00	0.27	0.27	0.27	0.35	0.00
Delay/Veh:	49.0	0.0	50.9	0.0	0.0	0.0	0.0	1.4	1.4	46.9	0.7	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:	49.0	0.0	50.9	0.0	0.0	0.0	0.0	1.4	1.4	46.9	0.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	3	3	1	3	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:03 Page 128-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1 0	0	1 0	2 0	2	1 0	1 0	3	0 1
Volume Module: >> Count Date: 29 Mar 2005 << 1300-1400												
Base Vol:	124	37	197	40	39	49	70	867	65	135	968	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	37	197	40	39	49	70	867	65	135	968	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	37	197	40	39	49	70	867	65	135	968	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	37	197	40	39	49	70	867	65	135	968	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	37	197	40	39	49	70	867	65	135	968	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.77	0.23	1.00	1.00	0.44	0.56	2.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1386	414	1800	1700	798	1002	3200	5023	377	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.02	0.05	0.05	0.02	0.17	0.17	0.08	0.18	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.25	0.25	0.46	0.25	0.25	0.25	0.08	0.48	0.48	0.22	0.62	0.62
Volume/Cap:	0.36	0.36	0.24	0.10	0.20	0.20	0.29	0.36	0.36	0.36	0.29	0.01
Delay/Veh:	31.4	31.4	16.2	29.2	30.1	30.1	44.4	16.7	16.7	33.8	8.9	7.3
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:	31.4	31.4	16.2	29.2	30.1	30.1	44.4	16.7	16.7	33.8	8.9	7.3
LOS by Move:	C	C	B	C	C	C	D	B	B	C	A	A
HCM2kAvgQ:	4	4	4	1	2	2	1	6	6	4	5	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:03 Page 129-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.244
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 12 May 2005 << 1300-1400												
Base Vol:	9	107	61	94	79	59	52	496	14	42	456	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	107	61	94	79	59	52	496	14	42	456	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	107	61	94	79	59	52	496	14	42	456	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	107	61	94	79	59	52	496	14	42	456	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	107	61	94	79	59	52	496	14	42	456	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.08	0.92	1.00	0.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	140	1660	1800	978	822	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.10	0.10	0.03	0.03	0.14	0.01	0.02	0.13	0.04
Crit Moves:					****			****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.16	0.16	0.09	0.24	0.24	0.08	0.05	0.24	0.01	0.04	0.22	0.07
Delay/Veh:	19.7	19.7	19.0	20.5	20.5	19.0	9.8	11.0	9.5	9.7	10.9	9.8
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:	19.7	19.7	19.0	20.5	20.5	19.0	9.8	11.0	9.5	9.7	10.9	9.8
LOS by Move:	B	B	B	C	C	B	A	B	A	A	B	A
HCM2kAvgQ:	2	2	1	4	4	1	1	4	0	1	4	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:03 Page 130-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 30 Mar 2005 << 1245-1345												
Base Vol:	138	5	147	28	8	1	1	843	134	188	1051	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	5	147	28	8	1	1	843	134	188	1051	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	5	147	28	8	1	1	843	134	188	1051	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	5	147	28	8	1	1	843	134	188	1051	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	5	147	28	8	1	1	843	134	188	1051	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.48	0.03	1.49	1.00	0.89	0.11	1.00	2.59	0.41	1.00	2.00	1.00
Final Sat.:	2556	60	2680	1700	1600	200	1700	4659	741	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.05	0.02	0.01	0.01	0.00	0.18	0.18	0.11	0.29	0.01
Crit Moves:		****		****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.04	0.04	0.04	0.00	0.42	0.42	0.25	0.67	0.67
Volume/Cap:	0.28	0.43	0.29	0.43	0.13	0.13	0.44	0.43	0.43	0.43	0.44	0.01
Delay/Veh:	34.7	36.1	34.7	51.7	47.4	47.4	146.8	21.0	21.0	32.0	7.9	5.5
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:	34.7	36.1	34.7	51.7	47.4	47.4	146.8	21.0	21.0	32.0	7.9	5.5
LOS by Move:	C	D	C	D	D	D	F	C	C	C	A	A
HCM2kAvgQ:	3	5	3	2	0	0	0	8	8	6	8	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:03 Page 131-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 23 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 31 Mar 2005 << 1245-1345												
Base Vol:	28	201	256	59	202	46	41	458	25	230	431	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:	28	201	256	59	202	46	41	458	25	230	431	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	201	256	59	202	46	41	458	25	230	431	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	201	256	59	202	46	41	458	25	230	431	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
Final Vol.:	28	201	256	59	202	46	41	458	25	230	431	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.14	0.03	0.06	0.03	0.02	0.13	0.01	0.14	0.12	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.62	0.28	0.28	0.28	0.11	0.32	0.32	0.34	0.55	0.55
Volume/Cap:	0.06	0.40	0.23	0.12	0.20	0.09	0.22	0.40	0.04	0.40	0.22	0.07
Delay/Veh:	26.4	29.7	8.5	26.9	27.5	26.6	41.1	26.7	23.5	25.6	11.6	10.6
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:	26.4	29.7	8.5	26.9	27.5	26.6	41.1	26.7	23.5	25.6	11.6	10.6
LOS by Move:	C	C	A	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	1	5	4	2	3	1	1	6	1	6	4	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:03 Page 132-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 39 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 27 Apr 2005 << 1200-1300												
Base Vol:	318	322	202	33	249	66	106	682	162	183	737	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	322	202	33	249	66	106	682	162	183	737	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	322	202	33	249	66	106	682	162	183	737	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	322	202	33	249	66	106	682	162	183	737	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	318	322	202	33	249	66	106	682	162	183	737	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2212	1388	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.15	0.02	0.07	0.04	0.06	0.19	0.09	0.11	0.20	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.32	0.38	0.38	0.05	0.12	0.12	0.12	0.32	0.32	0.18	0.38	0.38
Volume/Cap:	0.59	0.38	0.38	0.38	0.59	0.31	0.53	0.59	0.28	0.59	0.53	0.09
Delay/Veh:	36.4	27.1	27.1	57.9	52.6	49.5	52.7	35.1	30.8	48.1	29.0	23.6
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:	36.4	27.1	27.1	57.9	52.6	49.5	52.7	35.1	30.8	48.1	29.0	23.6
LOS by Move:	D	C	C	E	D	D	D	D	C	D	C	C
HCM2kAvgQ:	11	7	7	2	5	3	5	11	5	8	11	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:03 Page 133-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 12 May 2005 << 1200-1300												
Base Vol:	221	678	14	49	574	77	70	43	217	11	64	32
Growth Adj:	1.00	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	678	14	49	574	77	70	43	217	11	64	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	678	14	49	574	77	70	43	217	11	64	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	678	14	49	574	77	70	43	217	11	64	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	221	678	14	49	574	77	70	43	217	11	64	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.62	0.38	1.00	0.15	0.85	1.00
Final Sat.:	1700	3527	73	1700	3600	1800	1115	685	1800	264	1536	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.19	0.03	0.16	0.04	0.06	0.06	0.12	0.04	0.04	0.02
Crit Moves:		****							****			
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.22	0.33	0.33	0.05	0.27	0.07	0.17	0.17	0.33	0.11	0.11	0.05
Delay/Veh:	9.8	10.5	10.5	8.7	10.1	8.8	21.3	21.3	22.9	20.8	20.8	20.2
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:	9.8	10.5	10.5	8.7	10.1	8.8	21.3	21.3	22.9	20.8	20.8	20.2
LOS by Move:	A	B	B	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	1	4	1	2	2	5	2	2	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:03 Page 134-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1
Volume Module: >> Count Date: 12 May 2005 << 1215-1315												
Base Vol:	17	794	8	30	765	40	58	49	41	8	38	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	794	8	30	765	40	58	49	41	8	38	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	794	8	30	765	40	58	49	41	8	38	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	794	8	30	765	40	58	49	41	8	38	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	794	8	30	765	40	58	49	41	8	38	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.98	0.02	1.00	1.90	0.10	1.00	1.00	1.00	0.17	0.83	1.00
Final Sat.:	1700	3564	36	1700	3421	179	1700	1800	1800	313	1487	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.02	0.22	0.22	0.03	0.03	0.02	0.03	0.03	0.02
Crit Moves:					****			****				
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.01	0.26	0.26	0.02	0.26	0.26	0.33	0.26	0.22	0.25	0.25	0.17
Delay/Veh:	1.1	1.4	1.4	1.1	1.4	1.4	42.6	42.0	41.6	41.9	41.9	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.1	1.4	1.4	1.1	1.4	1.4	42.6	42.0	41.6	41.9	41.9	41.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	3	3	2	2	1	2	2	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 135-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	14	704	114	33	716	11	12	19	4	97	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	704	114	33	716	11	12	19	4	97	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	704	114	33	716	11	12	19	4	97	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	704	114	33	716	11	12	19	4	97	20	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	704	114	33	716	11	12	19	4	97	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	0.39	0.61	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3546	54	697	1103	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.06	0.02	0.20	0.20	0.02	0.02	0.00	0.06	0.01	0.02
Crit Moves:					****					****		
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.01	0.26	0.08	0.03	0.27	0.27	0.08	0.08	0.01	0.27	0.05	0.08
Delay/Veh:	3.2	4.0	3.4	3.2	4.0	4.0	31.7	31.7	31.2	33.4	31.5	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:	3.2	4.0	3.4	3.2	4.0	4.0	31.7	31.7	31.2	33.4	31.5	31.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	1	0	4	4	1	1	0	3	1	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 136-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1245-1345												
Base Vol:	239	0	38	0	0	0	0	1121	174	38	1206	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:	239	0	38	0	0	0	0	1121	174	38	1206	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	0	38	0	0	0	0	1121	174	38	1206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	0	38	0	0	0	0	1121	174	38	1206	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
Final Vol.:	239	0	38	0	0	0	0	1121	174	38	1206	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.02	0.00	0.00	0.00	0.00	0.31	0.10	0.02	0.34	0.00
Crit Moves:	****										****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.68	0.68	0.68	0.68	0.00
Volume/Cap:	0.50	0.00	0.07	0.00	0.00	0.00	0.00	0.46	0.14	0.03	0.50	0.00
Delay/Veh:	30.6	0.0	26.3	0.0	0.0	0.0	0.0	7.8	5.9	5.4	8.0	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:	30.6	0.0	26.3	0.0	0.0	0.0	0.0	7.8	5.9	5.4	8.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	7	0	1	0	0	0	0	9	2	0	10	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 137-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.1
Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 1215-1315												
Base Vol:	348	485	164	207	540	144	166	659	224	197	822	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	485	164	207	540	144	166	659	224	197	822	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	485	164	207	540	144	166	659	224	197	822	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	485	164	207	540	144	166	659	224	197	822	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	348	485	164	207	540	144	166	659	224	197	822	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.13	0.09	0.12	0.15	0.08	0.10	0.18	0.12	0.12	0.23	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.28	0.26	0.26	0.23	0.21	0.21	0.13	0.27	0.27	0.17	0.31	0.31
Volume/Cap:	0.73	0.53	0.36	0.53	0.73	0.39	0.73	0.67	0.45	0.67	0.73	0.43
Delay/Veh:	44.7	39.0	37.1	41.8	48.2	41.8	61.2	40.5	36.8	52.2	39.1	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	39.0	37.1	41.8	48.2	41.8	61.2	40.5	36.8	52.2	39.1	33.3
LOS by Move:	D	D	D	D	D	D	E	D	D	D	D	C
HCM2kAvgQ:	14	8	5	8	11	5	8	12	7	9	15	8

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

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 138-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 1300-1400												
Base Vol:	36	556	328	240	844	72	94	830	130	265	812	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	556	328	240	844	72	94	830	130	265	812	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	556	328	240	844	72	94	830	130	265	812	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	556	328	240	844	72	94	830	130	265	812	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	556	328	240	844	72	94	830	130	265	812	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.59	0.41	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	4669	731	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.18	0.14	0.23	0.04	0.06	0.18	0.18	0.08	0.23	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.19	0.34	0.26	0.41	0.41	0.10	0.33	0.33	0.16	0.39	0.39
Volume/Cap:	0.57	0.55	0.53	0.55	0.57	0.10	0.57	0.53	0.53	0.53	0.57	0.17
Delay/Veh:	69.3	44.8	32.6	40.0	28.0	22.0	56.8	32.7	32.7	47.8	29.2	23.8
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:	69.3	44.8	32.6	40.0	28.0	22.0	56.8	32.7	32.7	47.8	29.2	23.8
LOS by Move:	E	D	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	2	7	10	9	13	2	5	10	10	6	13	3

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

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 139-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module: >> Count Date: 10 May 2005 << 1245-1345												
Base Vol:	89	926	116	69	962	72	107	272	78	192	291	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	926	116	69	962	72	107	272	78	192	291	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	926	116	69	962	72	107	272	78	192	291	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	926	116	69	962	72	107	272	78	192	291	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	926	116	69	962	72	107	272	78	192	291	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2798	802	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.06	0.04	0.27	0.04	0.06	0.10	0.10	0.11	0.08	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.48	0.48	0.08	0.46	0.46	0.16	0.17	0.17	0.20	0.21	0.21
Volume/Cap:	0.58	0.54	0.13	0.54	0.58	0.09	0.39	0.58	0.58	0.58	0.39	0.08
Delay/Veh:	48.9	18.6	14.6	49.0	20.1	15.0	38.6	39.6	39.6	38.9	34.7	32.2
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:	48.9	18.6	14.6	49.0	20.1	15.0	38.6	39.6	39.6	38.9	34.7	32.2
LOS by Move:	D	B	B	D	C	B	D	D	D	D	C	C
HCM2kAvgQ:	4	11	2	3	12	1	4	6	6	7	4	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 140-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 1 0			2 0 2 0 1		
Volume Module: >> Count Date: 5 Apr 2005 << 1245-1345												
Base Vol:	73	673	388	77	899	131	190	840	105	334	652	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:	73	673	388	77	899	131	190	840	105	334	652	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	673	388	77	899	131	190	840	105	334	652	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	673	388	77	899	131	190	840	105	334	652	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
Final Vol.:	73	673	388	77	899	131	190	840	105	334	652	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.67	0.33	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	4800	600	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.22	0.05	0.17	0.07	0.11	0.18	0.18	0.10	0.18	0.04
Crit Moves:			****	****			****				****	
Green/Cycle:	0.09	0.36	0.36	0.08	0.35	0.35	0.19	0.31	0.31	0.18	0.31	0.31
Volume/Cap:	0.48	0.34	0.59	0.59	0.48	0.21	0.59	0.57	0.57	0.57	0.59	0.13
Delay/Veh:	54.2	27.9	32.5	60.8	30.6	27.5	47.5	35.2	35.2	45.8	36.2	30.3
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:	54.2	27.9	32.5	60.8	30.6	27.5	47.5	35.2	35.2	45.8	36.2	30.3
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	C
HCM2kAvgQ:	3	6	12	4	9	3	8	11	11	7	11	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 141-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #140 Prairie Ave/Del Amo Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 31 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400												
Base Vol:	177	912	14	134	1137	354	301	263	80	12	312	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	912	14	134	1137	354	301	263	80	12	312	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	912	14	134	1137	354	301	263	80	12	312	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	912	14	134	1137	354	301	263	80	12	312	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	177	912	14	134	1137	354	301	263	80	12	312	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.01	0.04	0.21	0.20	0.09	0.07	0.04	0.00	0.09	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.45	0.45	0.11	0.44	0.44	0.20	0.36	0.36	0.02	0.18	0.18
Volume/Cap:	0.48	0.38	0.02	0.38	0.48	0.45	0.48	0.20	0.12	0.20	0.48	0.43
Delay/Veh:	50.7	22.3	18.6	50.2	24.0	23.8	43.3	26.7	25.9	59.7	44.6	44.5
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:	50.7	22.3	18.6	50.2	24.0	23.8	43.3	26.7	25.9	59.7	44.6	44.5
LOS by Move:	D	C	B	D	C	C	D	C	C	E	D	D
HCM2kAvgQ:	4	8	0	3	10	9	6	3	2	0	6	5

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:06:04 Page 142-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

****

Intersection #141 Prospect Ave/Torrance Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 31 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1245-1345												
Base Vol:	24	354	116	169	352	49	78	625	15	134	747	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	354	116	169	352	49	78	625	15	134	747	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	354	116	169	352	49	78	625	15	134	747	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	354	116	169	352	49	78	625	15	134	747	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	354	116	169	352	49	78	625	15	134	747	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3160	440	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.06	0.10	0.11	0.11	0.05	0.17	0.01	0.08	0.21	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.20	0.20	0.20	0.36	0.36	0.09	0.36	0.36	0.16	0.42	0.42
Volume/Cap:	0.31	0.49	0.32	0.49	0.31	0.31	0.49	0.49	0.02	0.49	0.49	0.28
Delay/Veh:	48.5	36.0	34.7	36.4	23.3	23.3	45.4	25.4	21.0	39.5	21.2	19.1
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:	48.5	36.0	34.7	36.4	23.3	23.3	45.4	25.4	21.0	39.5	21.2	19.1
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	1	6	3	6	5	5	3	8	0	5	9	5

****

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

****

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 143-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	7	16	14	211	17	81	64	785	4	16	809	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:	7	16	14	211	17	81	64	785	4	16	809	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	16	14	211	17	81	64	785	4	16	809	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	16	14	211	17	81	64	785	4	16	809	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	16	14	211	17	81	64	785	4	16	809	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.19	0.43	0.38	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	341	778	681	1666	134	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.05	0.04	0.22	0.00	0.01	0.22	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.05	0.05	0.05	0.32	0.32	0.32	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.40	0.40	0.40	0.40	0.40	0.14	0.07	0.38	0.00	0.02	0.40	0.14
Delay/Veh:	48.6	48.6	48.6	26.9	26.9	24.3	9.7	12.1	9.4	9.4	12.2	10.2
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:	48.6	48.6	48.6	26.9	26.9	24.3	9.7	12.1	9.4	9.4	12.2	10.2
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	2	2	2	6	6	2	1	7	0	0	7	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 144-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 11 May 2005 << 1300-1400												
Base Vol:	98	138	58	85	99	33	67	1164	104	72	1401	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	138	58	85	99	33	67	1164	104	72	1401	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	138	58	85	99	33	67	1164	104	72	1401	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	138	58	85	99	33	67	1164	104	72	1401	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	138	58	85	99	33	67	1164	104	72	1401	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4957	443	1700	5294	106
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.03	0.05	0.06	0.02	0.04	0.23	0.23	0.04	0.26	0.26
Crit Moves:		****									****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.27	0.36	0.15	0.23	0.26	0.09	0.05	0.32	0.32	0.06	0.36	0.36
Delay/Veh:	33.0	33.9	32.0	32.7	32.9	31.4	3.4	4.3	4.3	3.4	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.9	32.0	32.7	32.9	31.4	3.4	4.3	4.3	3.4	4.5	4.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	4	2	2	3	1	1	5	5	1	5	5

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

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 145-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1300-1400												
Base Vol:	64	24	131	9	21	6	13	1177	87	92	941	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	24	131	9	21	6	13	1177	87	92	941	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	24	131	9	21	6	13	1177	87	92	941	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	24	131	9	21	6	13	1177	87	92	941	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	24	131	9	21	6	13	1177	87	92	941	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1700	1800	1800	540	1260	1800	1700	3600	1800	1700	3496	104
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.07	0.02	0.02	0.00	0.01	0.33	0.05	0.05	0.27	0.27
Crit Moves:			****					****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.79	0.79	0.79	0.79	0.79	0.79
Volume/Cap:	0.22	0.08	0.42	0.10	0.10	0.02	0.01	0.42	0.06	0.07	0.34	0.34
Delay/Veh:	35.7	34.6	37.6	34.8	34.8	34.2	2.3	3.5	2.4	2.5	3.2	3.2
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:	35.7	34.6	37.6	34.8	34.8	34.2	2.3	3.5	2.4	2.5	3.2	3.2
LOS by Move:	D	C	D	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	1	4	1	1	0	0	6	1	1	5	5

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

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 146-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1300-1400												
Base Vol:	90	330	62	233	366	92	168	767	83	98	732	152
Growth Adj:	1.00	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	330	62	233	366	92	168	767	83	98	732	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	330	62	233	366	92	168	767	83	98	732	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	330	62	233	366	92	168	767	83	98	732	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	330	62	233	366	92	168	767	83	98	732	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3031	569	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.14	0.10	0.05	0.10	0.21	0.05	0.06	0.20	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.18	0.18	0.23	0.27	0.27	0.17	0.40	0.40	0.11	0.34	0.34
Volume/Cap:	0.37	0.60	0.60	0.60	0.37	0.19	0.60	0.53	0.12	0.53	0.60	0.25
Delay/Veh:	39.9	39.0	39.0	36.8	29.8	28.2	42.0	23.3	19.0	45.2	28.0	23.9
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:	39.9	39.0	39.0	36.8	29.8	28.2	42.0	23.3	19.0	45.2	28.0	23.9
LOS by Move:	D	D	D	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	3	7	7	8	5	2	6	10	2	4	10	4

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

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 147-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1300-1400												
Base Vol:	40	292	35	34	377	20	26	111	36	28	121	61
Growth Adj:	1.00	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	292	35	34	377	20	26	111	36	28	121	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	292	35	34	377	20	26	111	36	28	121	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	292	35	34	377	20	26	111	36	28	121	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	292	35	34	377	20	26	111	36	28	121	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.24	1.76	1.00	0.17	1.83	1.00	0.19	0.81	1.00	0.19	0.81	1.00
Final Sat.:	434	3166	1800	298	3302	1800	342	1458	1800	338	1462	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.11	0.11	0.01	0.08	0.08	0.02	0.08	0.08	0.03
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.17	0.17	0.03	0.21	0.21	0.02	0.19	0.19	0.05	0.21	0.21	0.08
Delay/Veh:	10.9	10.9	10.0	11.2	11.2	10.0	19.4	19.4	18.2	19.5	19.5	18.5
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:	10.9	10.9	10.0	11.2	11.2	10.0	19.4	19.4	18.2	19.5	19.5	18.5
LOS by Move:	B	B	B	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	1	3	3	0	3	3	1	3	3	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 148-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 7 Apr 2005 << 1245-1345												
Base Vol:	90	383	120	67	287	58	45	771	54	121	740	78
Growth Adj:	1.00	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	383	120	67	287	58	45	771	54	121	740	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	383	120	67	287	58	45	771	54	121	740	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	383	120	67	287	58	45	771	54	121	740	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	383	120	67	287	58	45	771	54	121	740	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	2.80	0.20	1.00	2.71	0.29
Final Sat.:	1700	3600	1800	1700	2995	605	1700	5047	353	1700	4885	515
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.07	0.04	0.10	0.10	0.03	0.15	0.15	0.07	0.15	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.27	0.27	0.10	0.24	0.24	0.08	0.38	0.38	0.18	0.47	0.47
Volume/Cap:	0.41	0.40	0.25	0.40	0.41	0.41	0.32	0.41	0.41	0.41	0.32	0.32
Delay/Veh:	41.1	30.3	29.0	43.8	32.5	32.5	44.6	23.0	23.0	37.5	16.6	16.6
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:	41.1	30.3	29.0	43.8	32.5	32.5	44.6	23.0	23.0	37.5	16.6	16.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	3	5	3	3	5	5	2	7	7	4	5	5

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

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 149-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.210
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 6 Apr 2005 << 1215-1315												
Base Vol:	72	296	88	85	337	63	53	214	53	115	253	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:	72	296	88	85	337	63	53	214	53	115	253	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	296	88	85	337	63	53	214	53	115	253	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	296	88	85	337	63	53	214	53	115	253	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	296	88	85	337	63	53	214	53	115	253	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.54	0.46	1.00	1.69	0.31	1.00	1.60	0.40	1.00	1.56	0.44
Final Sat.:	1700	2775	825	1700	3033	567	1700	2885	715	1700	2802	798
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.05	0.11	0.11	0.03	0.07	0.07	0.07	0.09	0.09
Crit Moves:					****						****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.08	0.20	0.20	0.09	0.21	0.21	0.07	0.17	0.17	0.16	0.21	0.21
Delay/Veh:	11.6	12.4	12.4	11.7	12.5	12.5	16.8	17.6	17.6	17.5	17.9	17.9
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:	11.6	12.4	12.4	11.7	12.5	12.5	16.8	17.6	17.6	17.5	17.9	17.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	3	1	3	3	1	3	3	2	3	3

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

EX MID WKDAY Tue Nov 14, 2006 19:06:05 Page 150-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 1215-1315												
Base Vol:	96	247	175	91	313	102	121	826	108	116	690	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	247	175	91	313	102	121	826	108	116	690	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	247	175	91	313	102	121	826	108	116	690	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	247	175	91	313	102	121	826	108	116	690	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
Final Vol.:	96	247	175	91	313	102	121	826	108	116	690	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.51	0.49	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2715	885	1700	5400	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.10	0.05	0.12	0.12	0.07	0.15	0.06	0.07	0.19	0.03
Crit Moves:			****	****			****				****	
Green/Cycle:	0.07	0.21	0.21	0.12	0.26	0.26	0.15	0.40	0.40	0.18	0.42	0.42
Volume/Cap:	0.44	0.32	0.46	0.46	0.44	0.44	0.46	0.39	0.15	0.39	0.46	0.08
Delay/Veh:	46.2	33.6	35.3	42.9	31.3	31.3	39.7	21.7	19.5	37.2	21.2	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	33.6	35.3	42.9	31.3	31.3	39.7	21.7	19.5	37.2	21.2	17.6
LOS by Move:	D	C	D	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	2	4	5	3	6	6	4	6	2	4	8	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 151-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 12 Apr 2005 << 1230-1330																
Base Vol:	0	1311	143		68	607	0		0	0	0		67	0	30	
Growth Adj:	1.00	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	1311	143		68	607	0		0	0	0		67	0	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1311	143		68	607	0		0	0	0		67	0	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1311	143		68	607	0		0	0	0		67	0	30	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1311	143		68	607	0		0	0	0		67	0	30	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3600	1800		1700	3600	0		0	0	0		1700	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.08		0.04	0.17	0.00		0.00	0.00	0.00		0.04	0.00	0.02	
Crit Moves:		****											****			
Green/Cycle:	0.00	0.85	0.85		0.85	0.85	0.00		0.00	0.00	0.00		0.09	0.00	0.09	
Volume/Cap:	0.00	0.43	0.09		0.05	0.20	0.00		0.00	0.00	0.00		0.43	0.00	0.18	
Delay/Veh:	0.0	1.9	1.3		1.2	1.4	0.0		0.0	0.0	0.0		44.8	0.0	42.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	1.9	1.3		1.2	1.4	0.0		0.0	0.0	0.0		44.8	0.0	42.5	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	5	1		0	2	0		0	0	0		3	0	1	

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 152-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	1	1 0	2	0	1	0 1	1	0	2	0 1
Volume Module: >> Count Date: 14 Apr 2005 << 1200-1300																
Base Vol:	36	599	55		38	528	122		788	355	80		144	95	64	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	599	55		38	528	122		788	355	80		144	95	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	599	55		38	528	122		788	355	80		144	95	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	599	55		38	528	122		788	355	80		144	95	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	36	599	55		38	528	122		788	355	80		144	95	64	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	1.62	0.38		2.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3600	1800		1700	2924	676		3200	1800	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.17	0.03		0.02	0.18	0.18		0.25	0.20	0.04		0.08	0.03	0.04	
Crit Moves:						****			****						****	
Green/Cycle:	0.36	0.36	0.36		0.36	0.36	0.36		0.49	0.39	0.39		0.17	0.07	0.07	
Volume/Cap:	0.06	0.46	0.09		0.06	0.50	0.50		0.50	0.50	0.11		0.50	0.37	0.50	
Delay/Veh:	21.0	24.9	21.2		21.0	25.4	25.4		17.5	23.6	19.4		39.2	45.3	47.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	21.0	24.9	21.2		21.0	25.4	25.4		17.5	23.6	19.4		39.2	45.3	47.9	
LOS by Move:	C	C	C		C	C	C		B	C	B		D	D	D	
HCM2kAvgQ:	1	8	1		1	8	8		10	9	2		5	2	3	

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 153-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.198
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1230-1330												
Base Vol:	108	471	18	56	469	54	64	42	82	52	18	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	471	18	56	469	54	64	42	82	52	18	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	471	18	56	469	54	64	42	82	52	18	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	471	18	56	469	54	64	42	82	52	18	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	471	18	56	469	54	64	42	82	52	18	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.60	0.40	1.00	0.74	0.26	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1087	713	1800	1337	463	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.01	0.03	0.13	0.03	0.06	0.06	0.05	0.04	0.04	0.02
Crit Moves:		****						****				
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.10	0.20	0.02	0.05	0.20	0.05	0.20	0.20	0.15	0.13	0.13	0.06
Delay/Veh:	6.1	6.6	5.8	5.9	6.6	5.9	26.4	26.4	26.0	25.7	25.7	25.1
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:	6.1	6.6	5.8	5.9	6.6	5.9	26.4	26.4	26.0	25.7	25.7	25.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	0	1	3	1	3	3	2	2	2	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 154-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.172
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 24 Mar 2005 << 1300-1400												
Base Vol:	31	0	84	0	0	0	0	406	41	50	427	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:	31	0	84	0	0	0	0	406	41	50	427	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	84	0	0	0	0	406	41	50	427	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	84	0	0	0	0	406	41	50	427	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
Final Vol.:	31	0	84	0	0	0	0	406	41	50	427	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.11	0.02	0.03	0.12	0.00
Crit Moves:			****								****	
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.03	0.04	0.17	0.00
Delay/Veh:	27.1	0.0	28.0	0.0	0.0	0.0	0.0	5.5	5.0	5.0	5.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	0.0	28.0	0.0	0.0	0.0	0.0	5.5	5.0	5.0	5.5	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	2	0	1	2	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 155-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: >> Count Date: 30 Mar 2005 << 1215-1315												
Base Vol:	0	0	0	57	0	56	48	1053	0	0	1266	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	57	0	56	48	1053	0	0	1266	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	57	0	56	48	1053	0	0	1266	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	56	48	1053	0	0	1266	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	57	0	56	48	1053	0	0	1266	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.29	0.00	0.00	0.35	0.04
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.88	0.88	0.00	0.00	0.88	0.88
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.37	0.03	0.33	0.00	0.00	0.40	0.05
Delay/Veh:	0.0	0.0	0.0	45.3	0.0	44.9	0.8	1.1	0.0	0.0	1.3	0.8
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:	0.0	0.0	0.0	45.3	0.0	44.9	0.8	1.1	0.0	0.0	1.3	0.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	0	3	0	0	4	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 156-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 30 Mar 2005 << 1215-1315												
Base Vol:	108	29	65	195	15	82	67	877	43	128	1145	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	29	65	195	15	82	67	877	43	128	1145	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	29	65	195	15	82	67	877	43	128	1145	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	29	65	195	15	82	67	877	43	128	1145	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	29	65	195	15	82	67	877	43	128	1145	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.11	0.01	0.05	0.04	0.16	0.02	0.04	0.21	0.05
Crit Moves:				****			****				****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.10	0.52	0.52	0.13	0.54	0.54
Volume/Cap:	0.22	0.05	0.12	0.39	0.03	0.15	0.39	0.31	0.05	0.31	0.39	0.09
Delay/Veh:	26.8	25.3	25.9	28.6	25.1	26.2	43.5	13.9	11.9	40.1	13.3	11.0
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:	26.8	25.3	25.9	28.6	25.1	26.2	43.5	13.9	11.9	40.1	13.3	11.0
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	3	1	2	5	0	2	3	5	1	2	7	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 157-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 40 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 1200-1300												
Base Vol:	122	722	298	242	626	115	129	728	73	268	697	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	722	298	242	626	115	129	728	73	268	697	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	722	298	242	626	115	129	728	73	268	697	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	722	298	242	626	115	129	728	73	268	697	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	722	298	242	626	115	129	728	73	268	697	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5400	1800	1700	4118	1282
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.17	0.08	0.17	0.06	0.08	0.13	0.04	0.16	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.33	0.33	0.12	0.32	0.32	0.15	0.22	0.22	0.26	0.33	0.33
Volume/Cap:	0.54	0.61	0.50	0.61	0.54	0.20	0.51	0.61	0.18	0.61	0.51	0.51
Delay/Veh:	51.3	34.7	33.0	52.5	34.0	29.7	48.8	43.0	38.1	41.6	32.5	32.5
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:	51.3	34.7	33.0	52.5	34.0	29.7	48.8	43.0	38.1	41.6	32.5	32.5
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	5	12	9	6	10	3	5	9	2	10	10	10

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

EX MID WKDAY Tue Nov 14, 2006 19:06:06 Page 158-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1200-1300												
Base Vol:	129	1012	110	73	789	75	125	209	85	110	250	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1012	110	73	789	75	125	209	85	110	250	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1012	110	73	789	75	125	209	85	110	250	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1012	110	73	789	75	125	209	85	110	250	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
Final Vol.:	129	1012	110	73	789	75	125	209	85	110	250	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2559	1041	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.06	0.04	0.22	0.04	0.07	0.08	0.08	0.06	0.07	0.04
Crit Moves:		****						****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.10	0.38	0.08	0.06	0.29	0.06	0.34	0.38	0.38	0.30	0.32	0.20
Delay/Veh:	3.6	4.7	3.5	3.4	4.3	3.4	33.7	33.8	33.8	33.3	33.3	32.3
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:	3.6	4.7	3.5	3.4	4.3	3.4	33.7	33.8	33.8	33.3	33.3	32.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	1	1	4	1	4	4	4	3	4	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 159-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 5 Apr 2005 << 1200-1300												
Base Vol:	246	946	179	146	911	421	310	560	330	208	577	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	946	179	146	911	421	310	560	330	208	577	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	946	179	146	911	421	310	560	330	208	577	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	946	179	146	911	421	310	560	330	208	577	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	246	946	179	146	911	421	310	560	330	208	577	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.05	0.95	2.00	3.00	1.00	2.00	2.21	0.79
Final Sat.:	3200	5400	1800	3200	3693	1707	3200	5400	1800	3200	3984	1416
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.10	0.05	0.25	0.25	0.10	0.10	0.18	0.07	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.42	0.58	0.11	0.41	0.41	0.16	0.25	0.37	0.15	0.24	0.24
Volume/Cap:	0.61	0.41	0.17	0.41	0.61	0.61	0.61	0.42	0.49	0.43	0.61	0.61
Delay/Veh:	52.2	24.3	12.1	50.5	28.5	28.5	49.0	38.1	29.3	46.8	41.4	41.4
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:	52.2	24.3	12.1	50.5	28.5	28.5	49.0	38.1	29.3	46.8	41.4	41.4
LOS by Move:	D	C	B	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	6	8	3	3	14	14	7	6	10	4	10	10

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 160-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	63	1509	8	56	1022	108	147	0	22	52	0	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1509	8	56	1022	108	147	0	22	52	0	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1509	8	56	1022	108	147	0	22	52	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1509	8	56	1022	108	147	0	22	52	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1509	8	56	1022	108	147	0	22	52	0	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1800	0	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.03	0.19	0.06	0.08	0.00	0.01	0.03	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.12	0.67	0.67	0.08	0.62	0.62	0.19	0.00	0.19	0.19	0.00	0.19
Volume/Cap:	0.30	0.42	0.01	0.42	0.30	0.10	0.42	0.00	0.06	0.16	0.00	0.13
Delay/Veh:	40.9	7.8	5.6	46.0	8.8	7.6	36.1	0.0	32.9	33.7	0.0	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:	40.9	7.8	5.6	46.0	8.8	7.6	36.1	0.0	32.9	33.7	0.0	33.4
LOS by Move:	D	A	A	D	A	A	D	A	C	C	A	C
HCM2kAvgQ:	2	8	0	2	5	1	4	0	1	2	0	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 161-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	45	799	66	39	844	122	828	355	79	153	93	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	799	66	39	844	122	828	355	79	153	93	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	799	66	39	844	122	828	355	79	153	93	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	799	66	39	844	122	828	355	79	153	93	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	799	66	39	844	122	828	355	79	153	93	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.62	0.38	1.42	0.58	1.00	0.49	0.30	0.21
Final Sat.:	1700	3600	1800	1700	4718	682	2449	1050	1800	888	540	372
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.04	0.02	0.18	0.18	0.34	0.34	0.04	0.17	0.17	0.17
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.43	0.43	0.43	0.22	0.22	0.22
Volume/Cap:	0.09	0.78	0.13	0.08	0.63	0.63	0.78	0.78	0.10	0.78	0.78	0.78
Delay/Veh:	26.3	36.7	26.7	26.2	32.0	32.0	26.8	26.8	16.8	46.1	46.1	46.1
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:	26.3	36.7	26.7	26.2	32.0	32.0	26.8	26.8	16.8	46.1	46.1	46.1
LOS by Move:	C	D	C	C	C	C	C	C	B	D	D	D
HCM2kAvgQ:	1	14	2	1	10	10	18	18	1	11	11	11

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 162-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 23 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1300-1400												
Base Vol:	75	885	57	46	807	71	121	961	46	127	975	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	885	57	46	807	71	121	961	46	127	975	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	885	57	46	807	71	121	961	46	127	975	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	885	57	46	807	71	121	961	46	127	975	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	885	57	46	807	71	121	961	46	127	975	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.03	0.03	0.15	0.04	0.07	0.18	0.03	0.07	0.18	0.03
Crit Moves:		****					****				****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.62	0.14	0.34	0.34	0.14	0.35	0.35
Volume/Cap:	0.09	0.51	0.07	0.06	0.31	0.06	0.51	0.52	0.07	0.52	0.51	0.07
Delay/Veh:	17.2	22.0	16.9	16.9	19.3	9.2	49.9	31.6	26.5	49.4	31.1	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	22.0	16.9	16.9	19.3	9.2	49.9	31.6	26.5	49.4	31.1	26.0
LOS by Move:	B	C	B	B	B	A	D	C	C	D	C	C
HCM2kAvgQ:	2	12	1	1	6	1	5	10	1	5	10	1

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 163-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 12 Apr 2005 << 1230-1330												
Base Vol:	72	912	72	16	866	40	84	111	105	21	52	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	912	72	16	866	40	84	111	105	21	52	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	912	72	16	866	40	84	111	105	21	52	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	912	72	16	866	40	84	111	105	21	52	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	912	72	16	866	40	84	111	105	21	52	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.43	0.57	1.00	0.22	0.56	0.22
Final Sat.:	1700	3600	1800	1700	5162	238	775	1025	1800	402	996	402
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.04	0.01	0.17	0.17	0.11	0.11	0.06	0.05	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.06	0.38	0.06	0.01	0.25	0.25	0.38	0.38	0.20	0.18	0.18	0.18
Delay/Veh:	5.6	7.3	5.6	5.4	6.5	6.5	28.9	28.9	27.1	26.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	7.3	5.6	5.4	6.5	6.5	28.9	28.9	27.1	26.9	26.9	26.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	1	0	4	4	5	5	3	2	2	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 164-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.0
Optimal Cycle: 23 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 1245-1345												
Base Vol:	142	746	114	169	645	115	87	641	65	118	1016	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	746	114	169	645	115	87	641	65	118	1016	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	746	114	169	645	115	87	641	65	118	1016	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	746	114	169	645	115	87	641	65	118	1016	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
Final Vol.:	142	746	114	169	645	115	87	641	65	118	1016	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.06	0.10	0.18	0.06	0.05	0.18	0.04	0.07	0.28	0.09
Crit Moves:		****									****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.20	0.51	0.15	0.24	0.44	0.16	0.09	0.32	0.06	0.12	0.51	0.15
Delay/Veh:	23.0	26.7	22.5	23.4	25.7	22.5	12.4	14.4	12.2	12.7	16.6	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	26.7	22.5	23.4	25.7	22.5	12.4	14.4	12.2	12.7	16.6	12.9
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	4	11	3	4	9	3	2	7	1	2	12	3

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 165-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2000 << 1300-1400												
Base Vol:	75	1000	22	27	833	42	60	31	35	14	60	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1000	22	27	833	42	60	31	35	14	60	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1000	22	27	833	42	60	31	35	14	60	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1000	22	27	833	42	60	31	35	14	60	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	1000	22	27	833	42	60	31	35	14	60	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.48	0.24	0.28	0.14	0.58	0.28
Final Sat.:	1700	3600	1800	1700	3600	1800	857	443	500	245	1049	507
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.01	0.02	0.23	0.02	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.06	0.36	0.02	0.02	0.30	0.03	0.36	0.36	0.36	0.30	0.30	0.30
Delay/Veh:	2.9	3.8	2.8	2.8	3.6	2.8	35.6	35.6	35.6	35.0	35.0	35.0
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:	2.9	3.8	2.8	2.8	3.6	2.8	35.6	35.6	35.6	35.0	35.0	35.0
LOS by Move:	A	A	A	A	A	A	D	D	D	C	C	C
HCM2kAvgQ:	1	5	0	0	4	0	4	4	4	3	3	3

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

EX MID WKDAY Tue Nov 14, 2006 19:06:07 Page 166-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1230-1330												
Base Vol:	176	1011	78	84	798	13	74	277	159	217	320	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	1011	78	84	798	13	74	277	159	217	320	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1011	78	84	798	13	74	277	159	217	320	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1011	78	84	798	13	74	277	159	217	320	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	176	1011	78	84	798	13	74	277	159	217	320	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.04	0.05	0.22	0.01	0.04	0.08	0.09	0.13	0.09	0.04
Crit Moves:		****								****		
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.16	0.43	0.07	0.07	0.34	0.01	0.15	0.26	0.29	0.43	0.30	0.14
Delay/Veh:	6.5	8.2	6.1	6.1	7.5	5.8	25.7	26.7	27.2	28.7	27.0	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:	6.5	8.2	6.1	6.1	7.5	5.8	25.7	26.7	27.2	28.7	27.0	25.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	8	1	1	6	0	2	3	4	6	4	2

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

EX MID WKDAY Tue Nov 14, 2006 19:06:08 Page 167-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #166 Western Ave/Plaza Del Amo

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E[37.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 1			1 0 2 0 1			0 0 1! 0 0			0 0 1! 0 0		
Volume Module: >> Count Date: 13 Apr 2005 << 1230-1330												
Base Vol:	14	1285	9	19	1202	10	3	0	10	5	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:	14	1285	9	19	1202	10	3	0	10	5	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1285	9	19	1202	10	3	0	10	5	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	1285	9	19	1202	10	3	0	10	5	0	49
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1212	xxxx	xxxxx	1294	xxxx	xxxxx	1911	xxxx	601	1952	xxxx	643
Potent Cap.:	583	xxxx	xxxxx	542	xxxx	xxxxx	42	xxxx	448	39	xxxx	421
Move Cap.:	583	xxxx	xxxxx	542	xxxx	xxxxx	36	xxxx	448	37	xxxx	421
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.08	xxxx	0.02	0.14	xxxx	0.12
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.3	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	122	xxxxx	xxxx	214	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	37.9	xxxxx	xxxxx	27.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			37.9			27.4		
ApproachLOS:	*			*			E			D		

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

EX MID WKDAY Tue Nov 14, 2006 19:06:08 Page 168-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.8
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 1 0			1 0 2 1 0			1 0 2 1 0			1 0 2 1 0		
Volume Module: >> Count Date: 12 Apr 2005 << 1245-1345												
Base Vol:	166	810	173	265	640	182	296	1109	93	303	1147	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	810	173	265	640	182	296	1109	93	303	1147	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	810	173	265	640	182	296	1109	93	303	1147	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	810	173	265	640	182	296	1109	93	303	1147	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	810	173	265	640	182	296	1109	93	303	1147	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.47	0.53	1.00	2.34	0.66	1.00	2.77	0.23	1.00	2.40	0.60
Final Sat.:	1700	4450	950	1700	4204	1196	1700	4982	418	1700	4316	1084
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.16	0.15	0.15	0.17	0.22	0.22	0.18	0.27	0.27
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.22	0.22	0.19	0.25	0.25	0.21	0.29	0.29	0.23	0.32	0.32
Volume/Cap:	0.62	0.83	0.83	0.83	0.62	0.62	0.83	0.76	0.76	0.76	0.83	0.83
Delay/Veh:	51.3	50.0	50.0	63.9	41.0	41.0	60.9	40.8	40.8	51.0	41.6	41.6
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:	51.3	50.0	50.0	63.9	41.0	41.0	60.9	40.8	40.8	51.0	41.6	41.6
LOS by Move:	D	D	D	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	7	15	15	13	10	10	14	16	16	13	19	19

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

EX MID WKDAY Tue Nov 14, 2006 19:06:08 Page 169-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[23.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module: >> Count Date: 12 May 2005 << 1200-1300												
Base Vol:	73	838	1	20	840	17	18	1	68	2	1	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	838	1	20	840	17	18	1	68	2	1	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	838	1	20	840	17	18	1	68	2	1	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	73	838	1	20	840	17	18	1	68	2	1	28
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	857	xxxx	xxxxx	839	xxxx	xxxxx	1446	1865	420	1445	1881	419
Potent Cap.:	792	xxxx	xxxxx	804	xxxx	xxxxx	94	74	588	94	72	589
Move Cap.:	792	xxxx	xxxxx	804	xxxx	xxxxx	81	65	588	75	64	589
Volume/Cap:	0.09	xxxx	xxxx	0.02	xxxx	xxxx	0.22	0.02	0.12	0.03	0.02	0.05
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1
Control Del:	10.0	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	11.4
LOS by Move:	B	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	xxxx	xxxxx	71	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	63.6	xxxx	xxxxx	58.0	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			23.2			15.9		
ApproachLOS:	*			*			C			C		

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

EX MID WKDAY Tue Nov 14, 2006 19:06:08 Page 170-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: >> Count Date: 11 May 2005 << 1215-1315												
Base Vol:	67	7	76	22	2	26	24	989	70	67	1057	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	7	76	22	2	26	24	989	70	67	1057	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1:00	1.00	1.00	1.00
PHF Volume:	67	7	76	22	2	26	24	989	70	67	1057	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	7	76	22	2	26	24	989	70	67	1057	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	7	76	22	2	26	24	989	70	67	1057	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.91	0.09	1.00	0.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1630	170	1800	1650	150	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.01	0.01	0.27	0.04	0.04	0.29	0.01
Crit Moves:		****									****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.84	0.84	0.84	0.84	0.84	0.84
Volume/Cap:	0.35	0.35	0.36	0.11	0.11	0.12	0.02	0.33	0.05	0.05	0.35	0.01
Delay/Veh:	41.6	41.6	41.7	39.7	39.7	39.7	1.3	1.8	1.3	1.3	1.8	1.3
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:	41.6	41.6	41.7	39.7	39.7	39.7	1.3	1.8	1.3	1.3	1.8	1.3
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	1	0	4	0	0	4	0

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

EX MID WKDAY Tue Nov 14, 2006 19:06:08 Page 171-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 31 Mar 2005 << 1200-1300												
Base Vol:	33	67	51	65	78	36	54	823	45	58	777	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	67	51	65	78	36	54	823	45	58	777	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	67	51	65	78	36	54	823	45	58	777	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	67	51	65	78	36	54	823	45	58	777	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
Final Vol.:	33	67	51	65	78	36	54	823	45	58	777	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	594	1206	1800	818	982	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.08	0.08	0.02	0.03	0.23	0.03	0.03	0.22	0.03
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.63	0.63	0.09	0.63	0.63
Volume/Cap:	0.25	0.25	0.13	0.36	0.36	0.09	0.34	0.36	0.04	0.36	0.34	0.05
Delay/Veh:	32.7	32.7	31.6	33.8	33.8	31.3	43.8	9.1	7.1	43.9	8.9	7.1
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:	32.7	32.7	31.6	33.8	33.8	31.3	43.8	9.1	7.1	43.9	8.9	7.1
LOS by Move:	C	C	C	C	C	C	D	A	A	D	A	A
HCM2kAvgQ:	3	3	1	4	4	1	2	6	1	2	6	1

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

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EX MID WKDAY Tue Nov 14, 2006 19:06:08 Page 172-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.226
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 30 Mar 2005 << 1300-1400												
Base Vol:	10	58	70	77	64	75	23	364	43	36	433	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:	10	58	70	77	64	75	23	364	43	36	433	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	58	70	77	64	75	23	364	43	36	433	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	58	70	77	64	75	23	364	43	36	433	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
Final Vol.:	10	58	70	77	64	75	23	364	43	36	433	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.07	0.42	0.51	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.72	0.28
Final Sat.:	130	757	913	1700	1800	1800	1700	3220	380	1700	3093	507
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.04	0.04	0.01	0.11	0.11	0.02	0.14	0.14
Crit Moves:		****									****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.23	0.23	0.23	0.13	0.10	0.12	0.02	0.18	0.18	0.03	0.23	0.23
Delay/Veh:	23.8	23.8	23.8	22.9	22.7	22.8	7.3	8.2	8.2	7.4	8.4	8.4
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:	23.8	23.8	23.8	22.9	22.7	22.8	7.3	8.2	8.2	7.4	8.4	8.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	1	2	0	3	3	0	4	4

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

Weekday PM Peak Hour

EX-PM Tue Nov 14, 2006 19:05:00 Page 3-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 12 Apr 2005 << 1700-1800												
Base Vol:	67	17	50	26	23	91	47	1153	69	34	1054	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	17	50	26	23	91	47	1153	69	34	1054	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	17	50	26	23	91	47	1153	69	34	1054	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	17	50	26	23	91	47	1153	69	34	1054	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	17	50	26	23	91	47	1153	69	34	1054	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1700	457	1343	1700	1800	1800	1700	3600	1800	1700	3563	37
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.01	0.05	0.03	0.32	0.04	0.02	0.30	0.30
Crit Moves:						****		****				
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.83	0.83	0.83	0.83	0.83	0.83
Volume/Cap:	0.30	0.28	0.28	0.12	0.10	0.39	0.03	0.39	0.05	0.02	0.36	0.36
Delay/Veh:	40.1	39.9	39.9	38.6	38.4	40.8	1.5	2.2	1.5	1.5	2.1	2.1
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:	40.1	39.9	39.9	38.6	38.4	40.8	1.5	2.2	1.5	1.5	2.1	2.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	1	1	3	0	5	0	0	4	4

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

EX-PM Tue Nov 14, 2006 19:05:00 Page 4-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 10 May 2005 << 1600-1700												
Base Vol:	0	0	0	118	0	104	20	1322	0	0	1425	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	118	0	104	20	1322	0	0	1425	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	118	0	104	20	1322	0	0	1425	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	104	20	1322	0	0	1425	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	118	0	104	20	1322	0	0	1425	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.93	0.07
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5278	122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.01	0.24	0.00	0.00	0.27	0.27
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.03	0.78	0.00	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.36	0.36	0.31	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	0.0	0.0	36.9	0.0	38.2	51.3	3.2	0.0	0.0	4.4	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.9	0.0	38.2	51.3	3.2	0.0	0.0	4.4	4.4
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	1	4	0	0	5	5

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

EX-PM Tue Nov 14, 2006 19:05:00 Page 5-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.3
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module: >> Count Date: 5 Apr 2005 << 1700-1800												
Base Vol:	90	0	14	0	0	0	0	1510	122	26	1101	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:	90	0	14	0	0	0	0	1510	122	26	1101	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	14	0	0	0	0	1510	122	26	1101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	14	0	0	0	0	1510	122	26	1101	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
Final Vol.:	90	0	14	0	0	0	0	1510	122	26	1101	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.42	0.07	0.02	0.31	0.00
Crit Moves:	****							****				
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.85	0.85	0.85	0.85	0.00
Volume/Cap:	0.49	0.00	0.07	0.00	0.00	0.00	0.00	0.49	0.08	0.02	0.36	0.00
Delay/Veh:	44.1	0.0	40.3	0.0	0.0	0.0	0.0	2.0	1.2	1.1	1.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	0.0	40.3	0.0	0.0	0.0	0.0	2.0	1.2	1.1	1.6	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	7	1	0	4	0

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 6-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1630-1730												
Base Vol:	25	3	2	371	13	68	26	2225	8	11	1940	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	2	371	13	68	26	2225	8	11	1940	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	3	2	371	13	68	26	2225	8	11	1940	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	2	371	13	68	26	2225	8	11	1940	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	3	2	371	13	68	26	2225	8	11	1940	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.89	0.11	1.00	1.93	0.07	1.00	1.00	2.99	0.01	1.00	2.80	0.20
Final Sat.:	1607	193	1800	3381	118	1800	1700	5381	19	1700	5049	351
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.11	0.11	0.04	0.02	0.41	0.41	0.01	0.38	0.38
Crit Moves:	****			****				****				
Green/Cycle:	0.03	0.03	0.03	0.19	0.19	0.19	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.57	0.57	0.04	0.57	0.57	0.20	0.02	0.57	0.57	0.01	0.53	0.53
Delay/Veh:	63.5	63.5	47.7	37.9	37.9	34.3	3.9	6.8	6.8	3.9	6.4	6.4
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:	63.5	63.5	47.7	37.9	37.9	34.3	3.9	6.8	6.8	3.9	6.4	6.4
LOS by Move:	E	E	D	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	7	7	2	0	12	12	0	10	10

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 7-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1630-1730												
Base Vol:	42	31	72	44	33	66	96	1359	23	117	1467	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	31	72	44	33	66	96	1359	23	117	1467	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	31	72	44	33	66	96	1359	23	117	1467	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	31	72	44	33	66	96	1359	23	117	1467	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	31	72	44	33	66	96	1359	23	117	1467	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.62	0.46	0.92	1.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	1700	1800	1800	1108	831	1662	1700	5400	1800	1700	5094	306
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.04	0.04	0.04	0.06	0.25	0.01	0.07	0.29	0.29
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.14	0.66	0.66	0.18	0.70	0.70
Volume/Cap:	0.25	0.18	0.41	0.41	0.41	0.41	0.41	0.38	0.02	0.38	0.41	0.41
Delay/Veh:	42.5	41.9	43.9	43.1	43.1	43.1	40.5	7.7	5.8	36.8	6.2	6.2
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:	42.5	41.9	43.9	43.1	43.1	43.1	40.5	7.7	5.8	36.8	6.2	6.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	1	3	3	3	3	3	7	0	4	7	7

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 8-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	11	22	17	80	7	56	47	961	23	62	924	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:	11	22	17	80	7	56	47	961	23	62	924	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	22	17	80	7	56	47	961	23	62	924	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	22	17	80	7	56	47	961	23	62	924	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	22	17	80	7	56	47	961	23	62	924	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.56	0.05	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	600	1200	1800	1007	88	705	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.08	0.03	0.27	0.01	0.04	0.26	0.04
Crit Moves:					****			****				
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.08	0.08	0.04	0.36	0.36	0.36	0.04	0.36	0.02	0.05	0.35	0.05
Delay/Veh:	31.1	31.1	30.7	33.6	33.6	33.6	3.5	4.7	3.4	3.5	4.6	3.5
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:	31.1	31.1	30.7	33.6	33.6	33.6	3.5	4.7	3.4	3.5	4.6	3.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	4	4	4	0	6	0	1	5	1

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 9-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 12 Apr 2005 << 1630-1730												
Base Vol:	484	0	238	0	0	0	0	1030	244	432	1074	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	0	238	0	0	0	0	1030	244	432	1074	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	0	238	0	0	0	0	1030	244	432	1074	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	0	238	0	0	0	0	1030	244	432	1074	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
Final Vol.:	484	0	238	0	0	0	0	1030	244	432	1074	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.68	0.00	1.32	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2934	0	2382	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.14	0.25	0.30	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.00	0.56	0.00	0.00	0.00	0.00	0.39	0.39	0.34	0.73	0.00
Volume/Cap:	0.74	0.00	0.18	0.00	0.00	0.00	0.00	0.74	0.35	0.74	0.41	0.00
Delay/Veh:	46.6	0.0	12.7	0.0	0.0	0.0	0.0	33.9	26.5	39.9	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	0.0	12.7	0.0	0.0	0.0	0.0	33.9	26.5	39.9	6.4	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	12	0	3	0	0	0	0	18	7	17	8	0

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 10-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.256
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 Apr 2005 << 1700-1800												
Base Vol:	31	783	30	26	700	20	22	8	15	15	36	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	783	30	26	700	20	22	8	15	15	36	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	783	30	26	700	20	22	8	15	15	36	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	783	30	26	700	20	22	8	15	15	36	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	783	30	26	700	20	22	8	15	15	36	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.73	0.27	1.00	0.29	0.71	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1320	480	1800	529	1271	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.02	0.02	0.19	0.01	0.02	0.02	0.01	0.03	0.03	0.01
Crit Moves:		****									****	
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.02	0.26	0.02	0.02	0.23	0.01	0.15	0.15	0.08	0.26	0.26	0.12
Delay/Veh:	1.2	1.5	1.2	1.2	1.4	1.2	40.6	40.6	40.0	41.4	41.4	40.4
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:	1.2	1.5	1.2	1.2	1.4	1.2	40.6	40.6	40.0	41.4	41.4	40.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	2	0	1	1	0	2	2	1

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 11-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 37 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0
Volume Module: >> Count Date: 23 Mar 2005 << 1630-1730												
Base Vol:	77	715	76	77	702	82	159	403	125	157	644	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:	77	715	76	77	702	82	159	403	125	157	644	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	715	76	77	702	82	159	403	125	157	644	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	715	76	77	702	82	159	403	125	157	644	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	715	76	77	702	82	159	403	125	157	644	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.29	0.71	1.00	1.75	0.25
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4122	1278	1700	3146	454
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.04	0.05	0.20	0.05	0.09	0.10	0.10	0.09	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.34	0.34	0.08	0.34	0.34	0.16	0.27	0.27	0.25	0.35	0.35
Volume/Cap:	0.58	0.59	0.12	0.59	0.58	0.13	0.58	0.37	0.37	0.37	0.58	0.58
Delay/Veh:	59.5	33.4	27.5	60.2	33.4	27.7	49.5	36.0	36.0	37.6	32.1	32.1
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:	59.5	33.4	27.5	60.2	33.4	27.7	49.5	36.0	36.0	37.6	32.1	32.1
LOS by Move:	E	C	C	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	4	12	2	4	11	2	7	6	6	5	12	12

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 12-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1600-1700												
Base Vol:	40	1062	46	107	887	33	47	30	39	50	44	124
Growth Adj:	1.00	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	1062	46	107	887	33	47	30	39	50	44	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1062	46	107	887	33	47	30	39	50	44	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1062	46	107	887	33	47	30	39	50	44	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	1062	46	107	887	33	47	30	39	50	44	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.53	0.47	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1099	701	1800	957	843	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.03	0.06	0.25	0.02	0.04	0.04	0.02	0.05	0.05	0.07
Crit Moves:		****										****
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.03	0.38	0.03	0.08	0.32	0.02	0.24	0.24	0.12	0.29	0.29	0.38
Delay/Veh:	2.5	3.6	2.5	2.6	3.3	2.5	35.3	35.3	34.4	35.8	35.8	36.7
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:	2.5	3.6	2.5	2.6	3.3	2.5	35.3	35.3	34.4	35.8	35.8	36.7
LOS by Move:	A	A	A	A	A	A	D	D	C	D	D	D
HCM2kAvgQ:	0	6	0	1	4	0	2	2	1	3	3	4

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

EX-PM Tue Nov 14, 2006 19:05:01 Page 13-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1600-1700												
Base Vol:	63	1115	65	97	874	70	47	42	69	37	46	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1115	65	97	874	70	47	42	69	37	46	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1115	65	97	874	70	47	42	69	37	46	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1115	65	97	874	70	47	42	69	37	46	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1115	65	97	874	70	47	42	69	37	46	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.53	0.47	1.00	0.45	0.55	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	951	849	1800	802	998	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.04	0.06	0.24	0.04	0.05	0.05	0.04	0.05	0.05	0.04
Crit Moves:		****						****				
Green/Cycle:	0.83	0.83	0.83	0.83	0.83	0.83	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.04	0.37	0.04	0.07	0.29	0.05	0.37	0.37	0.29	0.35	0.35	0.31
Delay/Veh:	1.6	2.2	1.5	1.6	2.0	1.6	40.6	40.6	39.8	40.4	40.4	40.0
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:	1.6	2.2	1.5	1.6	2.0	1.6	40.6	40.6	39.8	40.4	40.4	40.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	0	1	3	0	3	3	2	3	3	2

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

EX-PM Tue Nov 14, 2006 19:05:02 Page 14-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.4
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1645-1745												
Base Vol:	244	782	118	198	697	111	136	871	164	181	952	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	782	118	198	697	111	136	871	164	181	952	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	782	118	198	697	111	136	871	164	181	952	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	782	118	198	697	111	136	871	164	181	952	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	782	118	198	697	111	136	871	164	181	952	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.52	0.48	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4544	856	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.07	0.12	0.19	0.06	0.08	0.19	0.19	0.11	0.26	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.30	0.30	0.16	0.26	0.26	0.11	0.30	0.30	0.17	0.36	0.36
Volume/Cap:	0.73	0.73	0.22	0.73	0.73	0.23	0.73	0.63	0.63	0.63	0.73	0.36
Delay/Veh:	53.6	40.2	31.8	57.3	43.3	34.9	65.0	36.7	36.7	50.7	35.1	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:	53.6	40.2	31.8	57.3	43.3	34.9	65.0	36.7	36.7	50.7	35.1	28.3
LOS by Move:	D	D	C	E	D	C	E	D	D	D	D	C
HCM2kAvgQ:	11	15	3	9	14	3	7	12	12	8	17	7

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

EX-PM Tue Nov 14, 2006 19:05:02 Page 15-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1645-1745												
Base Vol:	44	1143	22	30	991	52	40	38	48	21	37	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1143	22	30	991	52	40	38	48	21	37	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1143	22	30	991	52	40	38	48	21	37	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1143	22	30	991	52	40	38	48	21	37	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	1143	22	30	991	52	40	38	48	21	37	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.51	0.49	1.00	0.36	0.64	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	923	877	1800	652	1148	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.01	0.02	0.28	0.03	0.04	0.04	0.03	0.03	0.03	0.01
Crit Moves:		****						****				
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.03	0.38	0.01	0.02	0.33	0.03	0.38	0.38	0.23	0.28	0.28	0.12
Delay/Veh:	1.2	1.8	1.2	1.2	1.7	1.3	42.1	42.1	40.8	41.2	41.2	39.9
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:	1.2	1.8	1.2	1.2	1.7	1.3	42.1	42.1	40.8	41.2	41.2	39.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	4	0	3	3	2	2	2	1

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

EX-PM Tue Nov 14, 2006 19:05:02 Page 16-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1700-1800												
Base Vol:	47	961	187	160	897	50	17	257	38	376	434	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	961	187	160	897	50	17	257	38	376	434	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	961	187	160	897	50	17	257	38	376	434	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	961	187	160	897	50	17	257	38	376	434	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	961	187	160	897	50	17	257	38	376	434	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.10	0.09	0.25	0.03	0.01	0.14	0.02	0.12	0.24	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.40	0.40	0.14	0.48	0.48	0.02	0.21	0.21	0.17	0.37	0.37
Volume/Cap:	0.52	0.68	0.26	0.68	0.52	0.06	0.65	0.68	0.10	0.68	0.65	0.34
Delay/Veh:	51.2	26.3	20.6	48.4	18.2	13.9	95.1	41.0	31.9	42.0	28.5	23.0
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:	51.2	26.3	20.6	48.4	18.2	13.9	95.1	41.0	31.9	42.0	28.5	23.0
LOS by Move:	D	C	C	D	B	B	F	D	C	D	C	C
HCM2kAvgQ:	2	14	4	7	10	1	2	9	1	8	12	5

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

EX-PM Tue Nov 14, 2006 19:05:02 Page 17-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.8
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1630-1730												
Base Vol:	268	853	179	264	919	144	173	912	226	270	992	324
Growth Adj:	1.00	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	853	179	264	919	144	173	912	226	270	992	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	853	179	264	919	144	173	912	226	270	992	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	853	179	264	919	144	173	912	226	270	992	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	268	853	179	264	919	144	173	912	226	270	992	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2885	715	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.10	0.16	0.26	0.08	0.10	0.32	0.32	0.16	0.28	0.18
Crit Moves:	****				****			****		****		
Green/Cycle:	0.17	0.26	0.26	0.17	0.27	0.27	0.13	0.33	0.33	0.17	0.36	0.36
Volume/Cap:	0.95	0.90	0.38	0.90	0.95	0.30	0.76	0.95	0.95	0.95	0.76	0.49
Delay/Veh:	90.0	54.7	36.8	77.9	61.4	35.3	63.4	54.9	54.9	89.8	36.0	30.1
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:	90.0	54.7	36.8	77.9	61.4	35.3	63.4	54.9	54.9	89.8	36.0	30.1
LOS by Move:	F	D	D	E	E	D	E	D	D	F	D	C
HCM2kAvgQ:	15	20	6	14	22	4	9	26	26	15	18	10

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

EX-PM Tue Nov 14, 2006 19:05:02 Page 18-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 11 May 2005 << 1645-1745												
Base Vol:	43	1018	10	12	1108	47	17	10	65	27	15	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1018	10	12	1108	47	17	10	65	27	15	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1018	10	12	1108	47	17	10	65	27	15	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1018	10	12	1108	47	17	10	65	27	15	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	1018	10	12	1108	47	17	10	65	27	15	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.64	0.36	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1133	667	1800	1157	643	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.01	0.01	0.31	0.03	0.02	0.02	0.04	0.02	0.02	0.01
Crit Moves:					****				****			
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.03	0.33	0.01	0.01	0.36	0.03	0.15	0.15	0.36	0.23	0.23	0.05
Delay/Veh:	1.0	1.4	1.0	1.0	1.5	1.0	41.4	41.4	43.2	42.0	42.0	40.7
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:	1.0	1.4	1.0	1.0	1.5	1.0	41.4	41.4	43.2	42.0	42.0	40.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	4	0	1	1	2	1	1	0

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

EX-PM Tue Nov 14, 2006 19:05:02 Page 19-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

****

Intersection #17 Anza Ave/Lomita Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 35 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module: >> Count Date: 11 May 2005 << 1700-1800												
Base Vol:	0	554	277	409	803	0	0	0	0	450	0	548
Growth Adj:	1.00	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	554	277	409	803	0	0	0	0	450	0	548
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	554	277	409	803	0	0	0	0	450	0	548
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	554	277	409	803	0	0	0	0	450	0	548
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	554	277	409	803	0	0	0	0	450	0	548
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.46	0.00	1.54
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	2522	0	2770
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.24	0.22	0.00	0.00	0.00	0.00	0.18	0.00	0.20
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.24	0.24	0.38	0.63	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.63	0.63	0.63	0.36	0.00	0.00	0.00	0.00	0.57	0.00	0.63
Delay/Veh:	0.0	35.2	36.7	27.2	9.1	0.0	0.0	0.0	0.0	29.1	0.0	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	35.2	36.7	27.2	9.1	0.0	0.0	0.0	0.0	29.1	0.0	30.2
LOS by Move:	A	D	D	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	9	9	12	6	0	0	0	0	9	0	11

****

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

****

EX-PM Tue Nov 14, 2006 19:05:02 Page 20-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

****

Intersection #18 Anza Ave/Calle Mayor

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 29 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 20 Apr 2005 << 1700-1800												
Base Vol:	32	450	8	27	557	626	470	23	97	2	24	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	450	8	27	557	626	470	23	97	2	24	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	450	8	27	557	626	470	23	97	2	24	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	450	8	27	557	626	470	23	97	2	24	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	450	8	27	557	626	470	23	97	2	24	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	3337	163	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.02	0.15	0.35	0.14	0.14	0.05	0.00	0.01	0.01
Crit Moves:						****		****			****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.26	0.26	0.26	0.02	0.02	0.02
Volume/Cap:	0.03	0.19	0.01	0.02	0.24	0.53	0.53	0.53	0.20	0.05	0.53	0.24
Delay/Veh:	6.2	7.0	6.1	6.2	7.2	9.8	32.2	32.2	28.9	48.1	60.1	50.7
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:	6.2	7.0	6.1	6.2	7.2	9.8	32.2	32.2	28.9	48.1	60.1	50.7
LOS by Move:	A	A	A	A	A	A	C	C	C	D	E	D
HCM2kAvgQ:	0	3	0	0	4	11	7	7	2	0	2	1

****

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

****

EX-PM Tue Nov 14, 2006 19:05:02 Page 21-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 1	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 10 May 2005 << 1645-1745												
Base Vol:	186	167	127	234	244	116	75	1093	49	196	1119	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	167	127	234	244	116	75	1093	49	196	1119	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	167	127	234	244	116	75	1093	49	196	1119	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	167	127	234	244	116	75	1093	49	196	1119	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
Final Vol.:	186	167	127	234	244	116	75	1093	49	196	1119	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.14	0.86	1.50	1.50	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2045	1555	2594	2704	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.08	0.09	0.09	0.06	0.04	0.30	0.03	0.12	0.31	0.09
Crit Moves:	****			****				****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.08	0.44	0.44	0.17	0.53	0.53
Volume/Cap:	0.69	0.51	0.51	0.69	0.69	0.49	0.58	0.69	0.06	0.69	0.58	0.17
Delay/Veh:	46.9	39.3	39.3	44.4	44.4	41.9	51.3	23.7	16.0	46.0	16.2	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	39.3	39.3	44.4	44.4	41.9	51.3	23.7	16.0	46.0	16.2	12.1
LOS by Move:	D	D	D	D	D	D	D	C	B	D	B	B
HCM2kAvgQ:	7	5	5	6	6	4	3	15	1	8	12	3

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

EX-PM Tue Nov 14, 2006 19:05:03 Page 22-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 26 Apr 2005 << 1600-1700												
Base Vol:	70	253	210	24	305	3	9	1450	102	225	1324	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	253	210	24	305	3	9	1450	102	225	1324	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	253	210	24	305	3	9	1450	102	225	1324	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	253	210	24	305	3	9	1450	102	225	1324	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	253	210	24	305	3	9	1450	102	225	1324	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.22	0.78	1.00	0.07	0.93	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	390	1410	1800	131	1669	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.12	0.18	0.18	0.00	0.01	0.40	0.06	0.13	0.37	0.02
Crit Moves:					****			****				
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.66	0.66	0.66	0.66	0.66	0.66
Volume/Cap:	0.60	0.60	0.39	0.61	0.61	0.01	0.01	0.61	0.09	0.20	0.56	0.03
Delay/Veh:	31.8	31.8	28.2	32.1	32.1	24.6	5.8	10.1	6.1	6.7	9.4	5.9
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:	31.8	31.8	28.2	32.1	32.1	24.6	5.8	10.1	6.1	6.7	9.4	5.9
LOS by Move:	C	C	C	C	C	C	A	B	A	A	A	A
HCM2kAvgQ:	10	10	6	10	10	0	0	14	1	3	12	0

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

EX-PM Tue Nov 14, 2006 19:05:03 Page 23-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 1700-1800												
Base Vol:	52	119	45	33	190	53	19	1407	28	81	1414	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	119	45	33	190	53	19	1407	28	81	1414	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	119	45	33	190	53	19	1407	28	81	1414	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	119	45	33	190	53	19	1407	28	81	1414	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	119	45	33	190	53	19	1407	28	81	1414	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.30	0.70	1.00	0.15	0.85	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	547	1253	1800	266	1534	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.12	0.12	0.03	0.01	0.39	0.02	0.05	0.39	0.02
Crit Moves:					****						****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.41	0.41	0.11	0.54	0.54	0.13	0.02	0.54	0.02	0.07	0.54	0.03
Delay/Veh:	33.4	33.4	30.5	35.2	35.2	30.7	3.7	6.2	3.7	3.9	6.2	3.7
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:	33.4	33.4	30.5	35.2	35.2	30.7	3.7	6.2	3.7	3.9	6.2	3.7
LOS by Move:	C	C	C	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	1	7	7	1	0	10	0	1	10	0

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

EX-PM Tue Nov 14, 2006 19:05:03 Page 24-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1600-1700												
Base Vol:	194	319	153	42	285	140	176	1619	130	143	1577	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	319	153	42	285	140	176	1619	130	143	1577	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	319	153	42	285	140	176	1619	130	143	1577	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	319	153	42	285	140	176	1619	130	143	1577	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	194	319	153	42	285	140	176	1619	130	143	1577	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.77	0.23
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4999	401	1700	4983	417
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.09	0.02	0.16	0.08	0.10	0.32	0.32	0.08	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.32	0.44	0.05	0.21	0.36	0.14	0.45	0.45	0.12	0.43	0.43
Volume/Cap:	0.74	0.55	0.19	0.55	0.74	0.22	0.74	0.72	0.72	0.72	0.74	0.74
Delay/Veh:	50.7	28.8	17.1	54.7	43.9	22.7	52.6	23.2	23.2	54.2	25.1	25.1
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:	50.7	28.8	17.1	54.7	43.9	22.7	52.6	23.2	23.2	54.2	25.1	25.1
LOS by Move:	D	C	B	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	8	9	3	2	10	3	7	16	16	6	16	16

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.89		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.98	1.00	0.95
Satd. Flow (prot)		1763	1500	1583	1564		1500	1583		1731	1500	1583
Flt Permitted		0.99	1.00	0.59	1.00		1.00	0.69		0.87	1.00	0.69
Satd. Flow (perm)		1756	1500	988	1564		1500	1151		1539	1500	1145
Volume (vph)	3	179	68	40	65	202	20	34	43	66	11	55
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	179	68	40	65	202	20	34	43	66	11	55
RTOR Reduction (vph)	0	0	54	0	0	0	16	0	0	0	7	0
Lane Group Flow (vph)	0	182	14	40	267	0	4	34	0	109	4	55
Turn Type	Perm		Perm	custom	custom		custom	Perm	Perm		Perm	Perm
Protected Phases		2								6		
Permitted Phases	2		2	2	2		2	6	6		6	6
Actuated Green, G (s)		19.7	19.7	19.7	19.7		19.7	34.3		34.3	34.3	34.3
Effective Green, g (s)		17.7	17.7	17.7	17.7		17.7	32.3		32.3	32.3	32.3
Actuated g/C Ratio		0.21	0.21	0.21	0.21		0.21	0.39		0.39	0.39	0.39
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		374	319	210	333		319	447		597	582	445
v/s Ratio Prot												
v/s Ratio Perm		0.10	0.01	0.04	c0.17		0.00	0.03		c0.07	0.00	0.05
v/c Ratio		0.49	0.05	0.19	0.80		0.01	0.08		0.18	0.01	0.12
Uniform Delay, d1		28.8	26.0	26.9	31.1		25.9	16.0		16.8	15.6	16.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.0	0.1	0.4	13.0		0.0	0.3		0.7	0.0	0.6
Delay (s)		29.8	26.1	27.3	44.1		25.9	16.4		17.4	15.6	16.9
Level of Service		C	C	C	D		C	B		B	B	B
Approach Delay (s)		28.8			40.9					17.1		
Approach LOS		C			D					B		

Intersection Summary

HCM Average Control Delay	32.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR	SBR2	SEL2	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.0		6.0		6.0	
Lane Util. Factor	0.95		0.95		1.00	
Frt	0.97		0.85		0.98	
Flt Protected	1.00		1.00		0.96	
Satd. Flow (prot)	1633		1425		1656	
Flt Permitted	1.00		1.00		0.96	
Satd. Flow (perm)	1633		1425		1656	
Volume (vph)	81	17	89	102	107	42
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	81	17	89	102	107	42
RTOR Reduction (vph)	0	0	54	0	0	0
Lane Group Flow (vph)	98	0	35	0	251	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.3		34.3		17.2	
Effective Green, g (s)	32.3		32.3		15.2	
Actuated g/C Ratio	0.39		0.39		0.18	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	634		553		303	
v/s Ratio Prot	0.06				c0.15	
v/s Ratio Perm			0.02			
v/c Ratio	0.15		0.06		0.83	
Uniform Delay, d1	16.6		16.0		32.7	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	0.5		0.2		16.8	
Delay (s)	17.1		16.2		49.5	
Level of Service	B		B		D	
Approach Delay (s)	16.7				49.5	
Approach LOS	B				D	

Intersection Summary

EX-PM Tue Nov 14, 2006 19:05:03 Page 25-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 11 May 2005 << 1645-1745												
Base Vol:	54	562	89	66	665	95	17	50	54	13	27	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:	54	562	89	66	665	95	17	50	54	13	27	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	562	89	66	665	95	17	50	54	13	27	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	562	89	66	665	95	17	50	54	13	27	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	562	89	66	665	95	17	50	54	13	27	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.75	1.00	0.32	0.68	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	457	1343	1800	585	1215	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.05	0.04	0.37	0.05	0.04	0.04	0.03	0.02	0.02	0.04
Crit Moves:					****							****
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.04	0.36	0.06	0.04	0.42	0.06	0.42	0.42	0.34	0.25	0.25	0.42
Delay/Veh:	0.9	1.3	0.9	0.9	1.5	0.9	45.0	45.0	44.2	43.4	43.4	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.9	1.3	0.9	0.9	1.5	0.9	45.0	45.0	44.2	43.4	43.4	45.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	5	0	3	3	2	1	1	3

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

EX-PM Tue Nov 14, 2006 19:05:03 Page 26-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0	1	1 0 1	0	1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 19 May 2005 << 1700-1800												
Base Vol:	51	566	23	47	643	45	69	274	90	18	144	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	566	23	47	643	45	69	274	90	18	144	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	566	23	47	643	45	69	274	90	18	144	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	566	23	47	643	45	69	274	90	18	144	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	566	23	47	643	45	69	274	90	18	144	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.20	0.80	1.00	0.11	0.89	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	362	1438	1800	200	1600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.01	0.03	0.36	0.03	0.19	0.19	0.05	0.09	0.09	0.02
Crit Moves:					****			****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.05	0.50	0.02	0.04	0.57	0.04	0.57	0.57	0.15	0.27	0.27	0.05
Delay/Veh:	7.2	10.6	7.1	7.2	11.6	7.2	28.7	28.7	23.5	24.6	24.6	22.6
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:	7.2	10.6	7.1	7.2	11.6	7.2	28.7	28.7	23.5	24.6	24.6	22.6
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	10	0	1	12	1	10	10	2	4	4	1

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

EX-PM Tue Nov 14, 2006 19:05:03 Page 27-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 1645-1745												
Base Vol:	91	183	61	202	498	53	51	1239	53	41	1099	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	183	61	202	498	53	51	1239	53	41	1099	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	183	61	202	498	53	51	1239	53	41	1099	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	183	61	202	498	53	51	1239	53	41	1099	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	183	61	202	498	53	51	1239	53	41	1099	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.12	0.14	0.03	0.03	0.34	0.03	0.02	0.31	0.09
Crit Moves:	****				****			****				
Green/Cycle:	0.09	0.10	0.10	0.24	0.24	0.24	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.57	0.50	0.34	0.50	0.57	0.12	0.05	0.57	0.05	0.04	0.51	0.14
Delay/Veh:	48.2	43.7	42.9	34.2	34.2	29.7	8.1	12.3	8.1	8.1	11.5	8.7
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:	48.2	43.7	42.9	34.2	34.2	29.7	8.1	12.3	8.1	8.1	11.5	8.7
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	4	3	2	6	8	1	1	12	1	1	10	2

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

EX-PM Tue Nov 14, 2006 19:05:03 Page 28-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1615-1715												
Base Vol:	39	148	80	41	171	136	85	1683	49	48	1590	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:	39	148	80	41	171	136	85	1683	49	48	1590	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	148	80	41	171	136	85	1683	49	48	1590	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	148	80	41	171	136	85	1683	49	48	1590	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	148	80	41	171	136	85	1683	49	48	1590	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.95	0.05
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5247	153	1700	5313	87
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.04	0.02	0.10	0.08	0.05	0.32	0.32	0.03	0.30	0.30
Crit Moves:					****		****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.11	0.68	0.68	0.06	0.63	0.63
Volume/Cap:	0.11	0.41	0.22	0.12	0.47	0.38	0.47	0.47	0.47	0.47	0.47	0.47
Delay/Veh:	32.8	35.5	33.7	32.9	36.2	35.2	44.0	7.7	7.7	48.9	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	35.5	33.7	32.9	36.2	35.2	44.0	7.7	7.7	48.9	9.7	9.7
LOS by Move:	C	D	C	C	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	4	2	1	5	4	3	9	9	2	9	9

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

EX-PM Tue Nov 14, 2006 19:05:03 Page 29-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module: >> Count Date: 26 Apr 2005 << 1615-1715																
Base Vol:	83	333	61		91	474	278		142	1294	89		104	1020	66	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	83	333	61		91	474	278		142	1294	89		104	1020	66	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	333	61		91	474	278		142	1294	89		104	1020	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	333	61		91	474	278		142	1294	89		104	1020	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	83	333	61		91	474	278		142	1294	89		104	1020	66	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.87	0.13		1.00	2.00	1.00	
Final Sat.:	1700	3600	1800		1700	3600	1800		1700	3368	232		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.03		0.05	0.13	0.15		0.08	0.38	0.38		0.06	0.28	0.04	
Crit Moves:							****			****			****			
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.24		0.16	0.60	0.60		0.10	0.54	0.54	
Volume/Cap:	0.20	0.38	0.14		0.22	0.54	0.64		0.53	0.64	0.64		0.64	0.53	0.07	
Delay/Veh:	30.4	31.9	29.9		30.6	33.8	37.1		40.5	13.5	13.5		51.7	15.1	11.1	
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:	30.4	31.9	29.9		30.6	33.8	37.1		40.5	13.5	13.5		51.7	15.1	11.1	
LOS by Move:	C	C	C		C	C	D		D	B	B		D	B	B	
HCM2kAvgQ:	2	5	2		3	7	9		5	15	15		5	11	1	

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

EX-PM Tue Nov 14, 2006 19:05:04 Page 30-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	1	0 1	0	1	1	0 2	0	1	1	0 1	1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1700-1800																
Base Vol:	52	214	93		126	284	230		220	981	63		206	1068	91	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	52	214	93		126	284	230		220	981	63		206	1068	91	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	52	214	93		126	284	230		220	981	63		206	1068	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	214	93		126	284	230		220	981	63		206	1068	91	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	52	214	93		126	284	230		220	981	63		206	1068	91	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.84	0.16	
Final Sat.:	1700	1800	1800		1700	1800	1800		1700	3600	1800		1700	3317	283	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.05		0.07	0.16	0.13		0.13	0.27	0.04		0.12	0.32	0.32	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.04	0.17	0.17		0.10	0.23	0.41		0.18	0.44	0.44		0.19	0.45	0.45	
Volume/Cap:	0.70	0.72	0.31		0.72	0.70	0.31		0.72	0.62	0.08		0.62	0.72	0.72	
Delay/Veh:	72.6	47.5	37.3		56.5	40.9	20.4		46.4	22.6	16.5		40.7	23.9	23.9	
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:	72.6	47.5	37.3		56.5	40.9	20.4		46.4	22.6	16.5		40.7	23.9	23.9	
LOS by Move:	E	D	D		E	D	C		D	C	B		D	C	C	
HCM2kAvgQ:	3	8	3		6	10	5		9	13	1		7	16	16	

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

EX-PM Tue Nov 14, 2006 19:05:04 Page 31-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1645-1745												
Base Vol:	0	0	0	73	0	28	33	487	0	2	622	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	28	33	487	0	2	622	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	28	33	487	0	2	622	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	28	33	487	0	2	622	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	73	0	28	33	487	0	2	622	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1800	0	1800	0	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.14	0.00	0.00	0.17	0.04
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.78	0.78	0.00	0.78	0.78	0.78
Volume/Cap:	0.00	0.00	0.00	0.22	0.00	0.09	0.02	0.17	0.00	0.00	0.22	0.05
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	34.1	2.5	2.9	0.0	2.5	3.0	2.6
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:	0.0	0.0	0.0	35.2	0.0	34.1	2.5	2.9	0.0	2.5	3.0	2.6
LOS by Move:	A	A	A	D	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	2	0	0	3	0

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

EX-PM Tue Nov 14, 2006 19:05:04 Page 32-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.5
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	16	10	10	24	9	26	49	1403	17	14	1102	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	10	10	24	9	26	49	1403	17	14	1102	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	10	10	24	9	26	49	1403	17	14	1102	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	10	10	24	9	26	49	1403	17	14	1102	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	16	10	10	24	9	26	49	1403	17	14	1102	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.62	0.38	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1108	692	1800	1309	491	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.03	0.39	0.01	0.01	0.31	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.88	0.88	0.02	0.82	0.82
Volume/Cap:	0.35	0.35	0.13	0.44	0.44	0.35	0.37	0.44	0.01	0.44	0.37	0.02
Delay/Veh:	49.4	49.4	47.0	51.0	51.0	49.4	45.6	1.3	0.7	58.1	2.4	1.6
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:	49.4	49.4	47.0	51.0	51.0	49.4	45.6	1.3	0.7	58.1	2.4	1.6
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	1	1	0	2	2	1	2	5	0	1	5	0

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

EX-PM Tue Nov 14, 2006 19:05:04 Page 33-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.0
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 20 Apr 2005 << 1700-1800																								
Base Vol:	14		11		13		26		3		20		33		1512		12		1		1400		12	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	14		11		13		26		3		20		33		1512		12		1		1400		12	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	14		11		13		26		3		20		33		1512		12		1		1400		12	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	14		11		13		26		3		20		33		1512		12		1		1400		12	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	14		11		13		26		3		20		33		1512		12		1		1400		12	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.56		0.44		1.00		0.90		0.10		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1008		792		1800		1614		186		1800		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.01		0.02		0.02		0.01		0.02		0.42		0.01		0.00		0.39		0.01	
Crit Moves:									****						****									
Green/Cycle:	0.04		0.04		0.04		0.04		0.04		0.04		0.92		0.92		0.92		0.92		0.92		0.92	
Volume/Cap:	0.39		0.39		0.20		0.45		0.45		0.31		0.02		0.45		0.01		0.00		0.42		0.01	
Delay/Veh:	51.1		51.1		48.4		52.3		52.3		49.8		0.3		0.6		0.3		0.3		0.6		0.3	
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:	51.1		51.1		48.4		52.3		52.3		49.8		0.3		0.6		0.3		0.3		0.6		0.3	
LOS by Move:	D		D		D		D		D		D		A		A		A		A		A		A	
HCM2kAvgQ:	1		1		1		2		2		1		0		4		0		0		3		0	

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

EX-PM Tue Nov 14, 2006 19:05:04 Page 34-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 49 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	1	0	
Volume Module: >> Count Date: 31 Mar 2005 << 1700-1800																								
Base Vol:	117		912		188		152		912		253		201		703		143		184		799		163	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	117		912		188		152		912		253		201		703		143		184		799		163	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	117		912		188		152		912		253		201		703		143		184		799		163	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	117		912		188		152		912		253		201		703		143		184		799		163	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	117		912		188		152		912		253		201		703		143		184		799		163	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.49		0.51	
Final Sat.:	1700		3600		1800		1700		3600		1800		1700		3600		1800		1700		4485		915	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.25		0.10		0.09		0.25		0.14		0.12		0.20		0.08		0.11		0.18		0.18	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.11		0.37		0.37		0.13		0.39		0.39		0.17		0.28		0.28		0.16		0.26		0.26	
Volume/Cap:	0.65		0.69		0.29		0.69		0.65		0.36		0.68		0.69		0.28		0.69		0.68		0.68	
Delay/Veh:	59.7		33.9		27.2		59.1		31.1		26.4		52.4		40.5		33.9		55.5		40.9		40.9	
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:	59.7		33.9		27.2		59.1		31.1		26.4		52.4		40.5		33.9		55.5		40.9		40.9	
LOS by Move:	E		C		C		E		C		C		D		D		C		E		D		D	
HCM2kAvgQ:	6		16		5		7		15		7		9		13		4		8		12		12	

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

EX-PM Tue Nov 14, 2006 19:05:04 Page 35-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #34 Crenshaw Blvd/166th St-Cherry Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1700-1800												
Base Vol:	13	1129	27	121	1099	51	43	43	15	89	58	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1129	27	121	1099	51	43	43	15	89	58	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1129	27	121	1099	51	43	43	15	89	58	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1129	27	121	1099	51	43	43	15	89	58	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	1129	27	121	1099	51	43	43	15	89	58	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.42	0.43	0.15	0.61	0.39	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	766	766	267	1090	710	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.02	0.07	0.31	0.03	0.06	0.06	0.06	0.08	0.08	0.05
Crit Moves:		****									****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.01	0.41	0.02	0.09	0.40	0.04	0.28	0.28	0.28	0.41	0.41	0.24
Delay/Veh:	2.9	4.2	2.9	3.1	4.2	2.9	34.5	34.5	34.5	35.8	35.8	34.0
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:	2.9	4.2	2.9	3.1	4.2	2.9	34.5	34.5	34.5	35.8	35.8	34.0
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	C
HCM2kAvgQ:	0	6	0	1	6	0	3	3	3	4	4	2

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

EX-PM Tue Nov 14, 2006 19:05:04 Page 36-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 60 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730												
Base Vol:	158	1094	212	153	925	46	104	902	41	217	836	154
Growth Adj:	1.00	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	1094	212	153	925	46	104	902	41	217	836	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1094	212	153	925	46	104	902	41	217	836	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1094	212	153	925	46	104	902	41	217	836	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	158	1094	212	153	925	46	104	902	41	217	836	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5144	256	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.12	0.09	0.18	0.18	0.06	0.25	0.02	0.07	0.23	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.40	0.40	0.12	0.34	0.34	0.09	0.33	0.33	0.09	0.33	0.33
Volume/Cap:	0.53	0.76	0.30	0.76	0.53	0.53	0.70	0.76	0.07	0.76	0.70	0.26
Delay/Veh:	46.7	33.7	24.9	67.1	32.1	32.1	67.5	39.1	27.7	65.0	37.0	29.7
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:	46.7	33.7	24.9	67.1	32.1	32.1	67.5	39.1	27.7	65.0	37.0	29.7
LOS by Move:	D	C	C	E	C	C	E	D	C	E	D	C
HCM2kAvgQ:	6	19	6	8	10	10	6	17	1	6	15	4

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 37-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Split Phase						Split Phase					
Rights:		Ovl						Include						Include						Include				
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	1	0	1	0	
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800																								
Base Vol:		71	1060		871			66	888		147		139	400		98			548	732		285		
Growth Adj:		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:		71	1060		871			66	888		147		139	400		98			548	732		285		
User Adj:		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:		71	1060		871			66	888		147		139	400		98			548	732		285		
Reduct Vol:		0	0		0			0	0		0		0	0		0			0	0		0		
Reduced Vol:		71	1060		871			66	888		147		139	400		98			548	732		285		
PCE Adj:		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:		71	1060		871			66	888		147		139	400		98			548	732		285		
Saturation Flow Module:																								
Sat/Lane:		1900	1900		1900			1900	1900		1900		1900	1900		1900			1900	1900		1900		
Adjustment:		0.89	0.95		0.95			0.89	0.95		0.95		0.89	0.95		0.95			0.90	0.95		0.95		
Lanes:		1.00	2.00		1.00			1.00	2.00		1.00		1.00	1.61		0.39			1.09	1.38		0.53		
Final Sat.:		1700	3600		1800			1700	3600		1800		1700	2892		708			1855	2477		965		
Capacity Analysis Module:																								
Vol/Sat:		0.04	0.29		0.48			0.04	0.25		0.08		0.08	0.14		0.14			0.30	0.30		0.30		
Crit Moves:			****													****						****		
Green/Cycle:		0.38	0.38		0.76			0.38	0.38		0.38		0.18	0.18		0.18			0.38	0.38		0.38		
Volume/Cap:		0.11	0.78		0.64			0.10	0.65		0.22		0.46	0.78		0.78			0.78	0.78		0.78		
Delay/Veh:		24.4	35.9		8.0			24.3	32.0		25.5		45.3	53.3		53.3			34.9	34.9		34.9		
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:		24.4	35.9		8.0			24.3	32.0		25.5		45.3	53.3		53.3			34.9	34.9		34.9		
LOS by Move:		C	D		A			C	C		C		D	D		D			C	C		C		
HCM2kAvgQ:		2	20		16			2	15		4		5	11		11			20	20		20		

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 38-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 49.4
Optimal Cycle: 169 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:		Ovl						Ovl						Include						Include				
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	2	1	0		2	0	2	0	1	
Volume Module: >> Count Date: 5 Apr 2005 << 1630-1730																								
Base Vol:		241	1740		196			131	1557		440		560	1107		153			167	996		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:		241	1740		196			131	1557		440		560	1107		153			167	996		71		
User Adj:		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:		1.00	1.00		1.00			1.00	1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:		241	1740		196			131	1557		440		560	1107		153			167	996		71		
Reduct Vol:		0	0		0			0	0		0		0	0		0			0	0		0		
Reduced Vol:		241	1740		196			131	1557		440		560	1107		153			167	996		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		
Final Vol.:		241	1740		196			131	1557		440		560	1107		153			167	996		71		
Saturation Flow Module:																								
Sat/Lane:		1900	1900		1900			1900	1900		1900		1900	1900		1900			1900	1900		1900		
Adjustment:		0.89	0.95		0.95			0.89	0.95		0.95		0.84	0.95		0.95			0.84	0.95		0.95		
Lanes:		1.00	3.00		1.00			1.00	3.00		1.00		2.00	2.64		0.36			2.00	2.00		1.00		
Final Sat.:		1700	5400		1800			1700	5400		1800		3200	4744		656			3200	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:		0.14	0.32		0.11			0.08	0.29		0.24		0.18	0.23		0.23			0.05	0.28		0.04		
Crit Moves:		****							****				****							****				
Green/Cycle:		0.15	0.36		0.45			0.09	0.30		0.48		0.18	0.38		0.38			0.09	0.29		0.29		
Volume/Cap:		0.96	0.89		0.24			0.89	0.96		0.51		0.96	0.61		0.61			0.61	0.96		0.14		
Delay/Veh:		97.0	41.9		20.8			98.5	55.7		21.8		76.6	30.3		30.3			56.8	61.5		31.8		
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:		97.0	41.9		20.8			98.5	55.7		21.8		76.6	30.3		30.3			56.8	61.5		31.8		
LOS by Move:		F	D		C			F	E		C		E	C		C			E	E		C		
HCM2kAvgQ:		14	25		5			8	25		12		17	13		13			5	24		2		

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 39-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	2	0	1		1	1	1	0	1	
Volume Module: >> Count Date: 13 Apr 2005 << 1700-1800																								
Base Vol:	47	1907		258		83	1800		20		42	19		51	130		5		92					
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
Initial Bse:	47	1907		258		83	1800		20		42	19		51	130		5		92					
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Volume:	47	1907		258		83	1800		20		42	19		51	130		5		92					
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0		0					
Reduced Vol:	47	1907		258		83	1800		20		42	19		51	130		5		92					
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
Final Vol.:	47	1907		258		83	1800		20		42	19		51	130		5		92					
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900	1900		1900		1900					
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95	0.84		0.95		0.95					
Lanes:	1.00	2.64		0.36		1.00	2.97		0.03		1.00	2.00		1.00	2.00		1.00		1.00					
Final Sat.:	1700	4756		644		1700	5341		59		1700	3600		1800	3200		1800		1800					
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.40		0.40		0.05	0.34		0.34		0.02	0.01		0.03	0.04		0.00		0.05					
Crit Moves:		****				****								****					****					
Green/Cycle:	0.06	0.70		0.70		0.08	0.72		0.72		0.05	0.05		0.05	0.09		0.09		0.09					
Volume/Cap:	0.47	0.58		0.58		0.58	0.47		0.47		0.50	0.11		0.58	0.46		0.03		0.58					
Delay/Veh:	48.9	7.9		7.9		49.6	5.9		5.9		51.1	45.7		55.5	44.4		41.6		48.8					
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
AdjDel/Veh:	48.9	7.9		7.9		49.6	5.9		5.9		51.1	45.7		55.5	44.4		41.6		48.8					
LOS by Move:	D	A		A		D	A		A		D	D		E	D		D		D					
HCM2kAvgQ:	2	12		12		4	8		8		2	0		3	3		0		4					

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 40-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.7
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	2	1	0		1	0	3	0	0		0	0	0	0	0		1	0	1	0	1	
Volume Module: >> Count Date: 13 Apr 2005 << 1615-1715																								
Base Vol:	0	1925		75		87	2067		0		0	0		0	56		0		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:	0	1925		75		87	2067		0		0	0		0	56		0		72					
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
PHF Volume:	0	1925		75		87	2067		0		0	0		0	56		0		72					
Reduct Vol:	0	0		0		0	0		0		0	0		0	0		0		0					
Reduced Vol:	0	1925		75		87	2067		0		0	0		0	56		0		72					
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
Final Vol.:	0	1925		75		87	2067		0		0	0		0	56		0		72					
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900	1900		1900		1900					
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95	0.89		0.95		0.95					
Lanes:	0.00	2.89		0.11		1.00	3.00		0.00		0.00	0.00		0.00	1.00		1.00		1.00					
Final Sat.:	0	5197		202		1700	5400		0		0	0		0	1700		1800		1800					
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.37		0.37		0.05	0.38		0.00		0.00	0.00		0.00	0.03		0.00		0.04					
Crit Moves:							****												****					
Green/Cycle:	0.00	0.87		0.87		0.87	0.87		0.00		0.00	0.00		0.00	0.09		0.00		0.09					
Volume/Cap:	0.00	0.43		0.43		0.06	0.44		0.00		0.00	0.00		0.00	0.36		0.00		0.44					
Delay/Veh:	0.0	1.4		1.4		0.9	1.5		0.0		0.0	0.0		0.0	44.2		0.0		44.9					
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
AdjDel/Veh:	0.0	1.4		1.4		0.9	1.5		0.0		0.0	0.0		0.0	44.2		0.0		44.9					
LOS by Move:	A	A		A		A	A		A		A	A		A	D		A		D					
HCM2kAvgQ:	0	5		5		0	5		0		0	0		0	2		0		3					

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 41-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1630-1730												
Base Vol:	63	1514	5	4	1807	250	506	24	181	7	5	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1514	5	4	1807	250	506	24	181	7	5	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1514	5	4	1807	250	506	24	181	7	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1514	5	4	1807	250	506	24	181	7	5	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1514	5	4	1807	250	506	24	181	7	5	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	1.91	0.09	1.00	0.58	0.42	1.00
Final Sat.:	1700	5400	1800	1700	4744	656	3341	158	1800	1050	750	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.00	0.38	0.38	0.15	0.15	0.10	0.01	0.01	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.06	0.66	0.66	0.01	0.61	0.61	0.24	0.24	0.24	0.01	0.01	0.01
Volume/Cap:	0.63	0.42	0.00	0.42	0.63	0.63	0.63	0.63	0.42	0.63	0.63	0.21
Delay/Veh:	57.8	8.0	5.7	77.4	12.8	12.8	35.4	35.4	32.6	100.2	100	54.4
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:	57.8	8.0	5.7	77.4	12.8	12.8	35.4	35.4	32.6	100.2	100	54.4
LOS by Move:	E	A	A	E	B	B	D	D	C	F	F	D
HCM2kAvgQ:	3	8	0	1	14	14	9	9	5	1	1	0

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 42-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1645-1745												
Base Vol:	234	1480	195	238	1662	174	155	1260	138	168	1297	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1480	195	238	1662	174	155	1260	138	168	1297	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1480	195	238	1662	174	155	1260	138	168	1297	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1480	195	238	1662	174	155	1260	138	168	1297	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	234	1480	195	238	1662	174	155	1260	138	168	1297	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.11	0.07	0.31	0.10	0.05	0.35	0.08	0.05	0.24	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.36	0.36	0.10	0.37	0.37	0.08	0.42	0.42	0.06	0.40	0.40
Volume/Cap:	0.84	0.77	0.30	0.77	0.84	0.26	0.60	0.84	0.18	0.84	0.60	0.13
Delay/Veh:	73.6	36.1	28.1	63.9	38.1	26.9	57.3	35.8	22.2	81.4	29.0	22.9
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:	73.6	36.1	28.1	63.9	38.1	26.9	57.3	35.8	22.2	81.4	29.0	22.9
LOS by Move:	E	D	C	E	D	C	E	D	C	F	C	C
HCM2kAvgQ:	7	18	5	7	22	5	4	24	3	6	13	2

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 43-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1630-1730												
Base Vol:	31	1995	16	32	1888	38	25	27	87	47	29	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1995	16	32	1888	38	25	27	87	47	29	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1995	16	32	1888	38	25	27	87	47	29	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1995	16	32	1888	38	25	27	87	47	29	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	1995	16	32	1888	38	25	27	87	47	29	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.94	0.06	0.48	0.52	1.00	0.62	0.38	1.00
Final Sat.:	1700	5357	43	1700	5293	107	865	935	1800	1113	687	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.02	0.36	0.36	0.03	0.03	0.05	0.04	0.04	0.01
Crit Moves:		****							****			
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.02	0.44	0.44	0.02	0.42	0.42	0.26	0.26	0.44	0.38	0.38	0.06
Delay/Veh:	1.2	1.9	1.9	1.2	1.8	1.8	41.5	41.5	43.1	42.6	42.6	40.0
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:	1.2	1.9	1.9	1.2	1.8	1.8	41.5	41.5	43.1	42.6	42.6	40.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	5	0	5	5	2	2	3	3	3	0

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

EX-PM Tue Nov 14, 2006 19:05:05 Page 44-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.3
Optimal Cycle: 76 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	141	1603	273	265	1520	190	173	1225	85	321	1224	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1603	273	265	1520	190	173	1225	85	321	1224	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	1603	273	265	1520	190	173	1225	85	321	1224	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1603	273	265	1520	190	173	1225	85	321	1224	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	1603	273	265	1520	190	173	1225	85	321	1224	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.67	0.33	2.00	2.81	0.19	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	4800	600	3200	5050	350	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.15	0.08	0.32	0.32	0.05	0.24	0.24	0.10	0.34	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.36	0.36	0.10	0.40	0.40	0.07	0.34	0.34	0.14	0.41	0.41
Volume/Cap:	0.79	0.83	0.42	0.83	0.79	0.79	0.83	0.72	0.72	0.72	0.83	0.22
Delay/Veh:	76.3	38.3	29.6	69.4	33.4	33.4	78.7	36.3	36.3	55.1	35.7	23.1
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:	76.3	38.3	29.6	69.4	33.4	33.4	78.7	36.3	36.3	55.1	35.7	23.1
LOS by Move:	E	D	C	E	C	C	E	D	D	E	D	C
HCM2kAvgQ:	5	21	8	8	21	21	6	16	16	8	23	4

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

EX-PM Tue Nov 14, 2006 19:05:06 Page 45-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 12 Apr 2005 << 1645-1745																
Base Vol:	0	2070	75		77	1900	0		0	0	0		63	0	38	
Growth Adj:	1.00	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	2070	75		77	1900	0		0	0	0		63	0	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2070	75		77	1900	0		0	0	0		63	0	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2070	75		77	1900	0		0	0	0		63	0	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	2070	75		77	1900	0		0	0	0		63	0	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.90	0.10		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	5211	189		1700	5400	0		0	0	0		1700	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.40		0.05	0.35	0.00		0.00	0.00	0.00		0.04	0.00	0.02	
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.78	0.78		0.09	0.87	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.51	0.51		0.51	0.41	0.00		0.00	0.00	0.00		0.51	0.00	0.29	
Delay/Veh:	0.0	4.2	4.2		46.4	1.4	0.0		0.0	0.0	0.0		48.2	0.0	45.2	
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	4.2	4.2		46.4	1.4	0.0		0.0	0.0	0.0		48.2	0.0	45.2	
LOS by Move:	A	A	A		D	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	9	9		3	4	0		0	0	0		3	0	1	

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

EX-PM Tue Nov 14, 2006 19:05:06 Page 46-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 0	0	0	2	1 0	1	0	1!	0 1	0	0	0	0 0
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745																
Base Vol:	161	1910	0		0	1748	233		184	0	198		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	161	1910	0		0	1748	233		184	0	198		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	161	1910	0		0	1748	233		184	0	198		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	161	1910	0		0	1748	233		184	0	198		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	
Final Vol.:	161	1910	0		0	1748	233		184	0	198		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.91	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.00	0.00		0.00	2.65	0.35		1.49	0.00	1.51		0.00	0.00	0.00	
Final Sat.:	1700	5400	0		0	4765	635		2581	0	2715		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.35	0.00		0.00	0.37	0.37		0.07	0.00	0.07		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.17	0.81	0.00		0.00	0.65	0.65		0.13	0.00	0.13		0.00	0.00	0.00	
Volume/Cap:	0.57	0.43	0.00		0.00	0.57	0.57		0.57	0.00	0.58		0.00	0.00	0.00	
Delay/Veh:	41.0	2.7	0.0		0.0	10.1	10.1		42.3	0.0	42.5		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:	41.0	2.7	0.0		0.0	10.1	10.1		42.3	0.0	42.5		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	6	6	0		0	12	12		5	0	5		0	0	0	

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

EX-PM Tue Nov 14, 2006 19:05:06 Page 47-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #46 Crenshaw Blvd/Park Del Amo-Scroc Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	7	2050	15	8	2243	11	180	0	37	14	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	2050	15	8	2243	11	180	0	37	14	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	2050	15	8	2243	11	180	0	37	14	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2050	15	8	2243	11	180	0	37	14	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	2050	15	8	2243	11	180	0	37	14	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.54	0.00	0.46
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	0	1800	969	0	831
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.01	0.00	0.42	0.01	0.11	0.00	0.02	0.01	0.00	0.01
Crit Moves:					****		****					
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.20	0.00	0.20	0.20	0.00	0.20
Volume/Cap:	0.01	0.50	0.01	0.01	0.54	0.01	0.54	0.00	0.11	0.07	0.00	0.07
Delay/Veh:	2.8	4.5	2.8	2.8	4.9	2.8	38.1	0.0	33.2	33.0	0.0	33.0
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:	2.8	4.5	2.8	2.8	4.9	2.8	38.1	0.0	33.2	33.0	0.0	33.0
LOS by Move:	A	A	A	A	A	A	D	A	C	C	A	C
HCM2kAvgQ:	0	9	0	0	10	0	6	0	1	1	0	1

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

EX-PM Tue Nov 14, 2006 19:05:06 Page 48-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.2
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 1700-1800												
Base Vol:	262	1173	335	389	1455	240	172	1235	215	456	1244	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1173	335	389	1455	240	172	1235	215	456	1244	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1173	335	389	1455	240	172	1235	215	456	1244	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1173	335	389	1455	240	172	1235	215	456	1244	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	262	1173	335	389	1455	240	172	1235	215	456	1244	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	3200	7200	1800	3200	5400	1800	3200	5400	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.19	0.12	0.27	0.13	0.05	0.23	0.12	0.14	0.17	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.27	0.27	0.18	0.35	0.35	0.11	0.30	0.30	0.18	0.37	0.37
Volume/Cap:	0.77	0.59	0.68	0.68	0.77	0.38	0.47	0.77	0.40	0.77	0.47	0.21
Delay/Veh:	62.9	38.2	42.6	49.3	37.0	29.8	50.8	41.0	34.3	52.9	29.3	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:	62.9	38.2	42.6	49.3	37.0	29.8	50.8	41.0	34.3	52.9	29.3	26.3
LOS by Move:	E	D	D	D	D	C	D	D	C	D	C	C
HCM2kAvgQ:	7	10	12	9	18	7	4	16	7	11	9	4

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

EX-PM Tue Nov 14, 2006 19:05:06 Page 49-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1645-1745												
Base Vol:	142	2100	90	99	1914	51	56	293	308	59	201	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	2100	90	99	1914	51	56	293	308	59	201	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	2100	90	99	1914	51	56	293	308	59	201	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2100	90	99	1914	51	56	293	308	59	201	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	2100	90	99	1914	51	56	293	308	59	201	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.88	0.12	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1700	5178	222	1700	5260	140	1700	1800	1800	1700	1495	305
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.06	0.36	0.36	0.03	0.16	0.17	0.03	0.13	0.13
Crit Moves:		****		****					****			
Green/Cycle:	0.13	0.60	0.60	0.09	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.65	0.68	0.68	0.68	0.65	0.65	0.13	0.64	0.68	0.14	0.53	0.53
Delay/Veh:	48.3	14.0	14.0	56.2	15.8	15.8	29.0	36.4	37.6	29.0	33.4	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:	48.3	14.0	14.0	56.2	15.8	15.8	29.0	36.4	37.6	29.0	33.4	33.4
LOS by Move:	D	B	B	E	B	B	C	D	D	C	C	C
HCM2kAvgQ:	6	16	16	5	15	15	1	9	10	2	7	7

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

EX-PM Tue Nov 14, 2006 19:05:06 Page 50-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	2 0	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 1630-1730												
Base Vol:	38	1927	57	67	2095	56	486	0	152	61	27	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1927	57	67	2095	56	486	0	152	61	27	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1927	57	67	2095	56	486	0	152	61	27	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1927	57	67	2095	56	486	0	152	61	27	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	1927	57	67	2095	56	486	0	152	61	27	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	2.00	0.00	1.00	0.69	0.31	1.00
Final Sat.:	1700	5245	155	1700	5400	1800	3200	0	1800	1248	552	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.04	0.39	0.03	0.15	0.00	0.08	0.05	0.05	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.24	0.00	0.24	0.08	0.08	0.08
Volume/Cap:	0.04	0.59	0.59	0.06	0.63	0.05	0.63	0.00	0.35	0.63	0.63	0.33
Delay/Veh:	7.4	11.7	11.7	7.6	12.2	7.5	35.5	0.0	31.8	53.3	53.3	45.0
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:	7.4	11.7	11.7	7.6	12.2	7.5	35.5	0.0	31.8	53.3	53.3	45.0
LOS by Move:	A	B	B	A	B	A	D	A	C	D	D	D
HCM2kAvgQ:	0	13	13	1	14	1	9	0	4	4	4	2

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

EX-PM Tue Nov 14, 2006 19:05:06 Page 51-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.123
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 77.1
Optimal Cycle: 180 Level Of Service: E

Approach:	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				Ovl				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730																				
Base Vol:	95	1095	982		405	1748	229		671	951	70		503	753	250	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	95	1095	982		405	1748	229		671	951	70		503	753	250	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	95	1095	982		405	1748	229		671	951	70		503	753	250	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	1095	982		405	1748	229		671	951	70		503	753	250	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	95	1095	982		405	1748	229		671	951	70		503	753	250	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1700	5400	1800		1700	5400	1800		3200	3600	1800		3200	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.20	0.55		0.24	0.32	0.13		0.21	0.26	0.04		0.16	0.21	0.14	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.08	0.35	0.49		0.21	0.48	0.66		0.19	0.24	0.32		0.14	0.19	0.40	
Volume/Cap:	0.68	0.59	1.12		1.12	0.68	0.19		1.12	1.12	0.12		1.12	1.12	0.35	
Delay/Veh:	66.3	32.7	100.9		132.2	25.1	7.9		121.6	116	29.2		132.1	120	25.4	
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:	66.3	32.7	100.9		132.2	25.1	7.9		121.6	116	29.2		132.1	120	25.4	
LOS by Move:	E	C	F		F	C	A		F	F	C		F	F	C	
HCM2kAvgQ:	5	12	55		26	18	3		23	29	2		18	23	7	

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 52-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	0	0	0	3	0	1	1	0	1!	0	0	0	0	0	0	0
Volume Module: >> Count Date: 19 Apr 2005 << 1615-1715																				
Base Vol:	75	1844	0		0	1882	339		392	0	93		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	75	1844	0		0	1882	339		392	0	93		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	75	1844	0		0	1882	339		392	0	93		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	1844	0		0	1882	339		392	0	93		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	
Final Vol.:	75	1844	0		0	1882	339		392	0	93		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.91	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.69	0.00	0.31		0.00	0.00	0.00	
Final Sat.:	1700	5400	0		0	5400	1800		2930	0	566		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.34	0.00		0.00	0.35	0.19		0.13	0.00	0.16		0.00	0.00	0.00	
Crit Moves:						****					****					
Green/Cycle:	0.65	0.65	0.00		0.00	0.65	0.65		0.31	0.00	0.31		0.00	0.00	0.00	
Volume/Cap:	0.07	0.52	0.00		0.00	0.53	0.29		0.43	0.00	0.53		0.00	0.00	0.00	
Delay/Veh:	6.4	9.3	0.0		0.0	9.4	7.6		27.9	0.0	29.3		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.4	9.3	0.0		0.0	9.4	7.6		27.9	0.0	29.3		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		C	A	C		A	A	A	
HCM2kAvgQ:	1	11	0		0	11	5		6	0	8		0	0	0	

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 53-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1700-1800												
Base Vol:	283	1167	21	48	1930	302	427	39	148	48	18	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	283	1167	21	48	1930	302	427	39	148	48	18	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	1167	21	48	1930	302	427	39	148	48	18	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1167	21	48	1930	302	427	39	148	48	18	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	283	1167	21	48	1930	302	427	39	148	48	18	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	2.95	0.05	1.00	3.00	1.00	1.84	0.16	1.00	1.47	0.53	1.00
Final Sat.:	3200	5305	95	1700	5400	1800	3207	293	1800	2545	954	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.22	0.03	0.36	0.17	0.13	0.13	0.08	0.02	0.02	0.04
Crit Moves:	****				****		****					****
Green/Cycle:	0.13	0.60	0.60	0.08	0.54	0.54	0.20	0.20	0.20	0.05	0.05	0.05
Volume/Cap:	0.66	0.37	0.37	0.37	0.66	0.31	0.66	0.66	0.41	0.35	0.35	0.66
Delay/Veh:	53.1	12.4	12.4	54.3	20.1	15.3	46.3	46.3	42.4	55.8	55.8	71.0
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:	53.1	12.4	12.4	54.3	20.1	15.3	46.3	46.3	42.4	55.8	55.8	71.0
LOS by Move:	D	B	B	D	C	B	D	D	D	E	E	E
HCM2kAvgQ:	7	8	8	2	18	6	10	10	5	2	2	4

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 54-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1! 0	0	1 0	1 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1615-1715												
Base Vol:	42	1087	12	176	1630	135	340	153	56	48	32	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1087	12	176	1630	135	340	153	56	48	32	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1087	12	176	1630	135	340	153	56	48	32	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1087	12	176	1630	135	340	153	56	48	32	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
Final Vol.:	42	1087	12	176	1630	135	340	153	56	48	32	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.77	0.23	1.46	0.40	0.14	1.00	1.00	1.00
Final Sat.:	1700	5341	59	1700	4987	413	2510	712	260	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.10	0.33	0.33	0.14	0.21	0.21	0.03	0.02	0.05
Crit Moves:	****				****				****			****
Green/Cycle:	0.04	0.35	0.35	0.18	0.49	0.49	0.32	0.32	0.32	0.07	0.07	0.07
Volume/Cap:	0.67	0.58	0.58	0.58	0.67	0.67	0.42	0.67	0.67	0.39	0.25	0.67
Delay/Veh:	71.7	27.1	27.1	40.6	20.0	20.0	26.8	31.4	31.4	46.5	44.9	57.9
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:	71.7	27.1	27.1	40.6	20.0	20.0	26.8	31.4	31.4	46.5	44.9	57.9
LOS by Move:	E	C	C	D	C	C	C	C	C	D	D	E
HCM2kAvgQ:	3	10	10	6	15	15	6	12	12	2	1	4

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 55-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.205
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 104.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0	2	0	2	1	0
Volume Module: >> Count Date: 19 Apr 2005 << 1630-1730																				
Base Vol:	74	743	449		709	986	145		389	1123	72		403	1330	286	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	743	449		709	986	145		389	1123	72		403	1330	286	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	743	449		709	986	145		389	1123	72		403	1330	286	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	743	449		709	986	145		389	1123	72		403	1330	286	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	74	743	449		709	986	145		389	1123	72		403	1330	286	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.62	0.38		2.00	1.88	0.12		2.00	2.47	0.53	
Final Sat.:	1700	5400	1800		1700	4708	692		3200	3383	217		3200	4444	956	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.25		0.42	0.21	0.21		0.12	0.33	0.33		0.13	0.30	0.30	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.10	0.21	0.21		0.35	0.46	0.46		0.11	0.28	0.28		0.10	0.27	0.27	
Volume/Cap:	0.46	0.66	1.20		1.20	0.46	0.46		1.11	1.20	1.20		1.20	1.11	1.11	
Delay/Veh:	53.4	45.3	162.5		146.8	22.4	22.4		133.5	145	145.2		170.8	102	102.5	
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:	53.4	45.3	162.5		146.8	22.4	22.4		133.5	145	145.2		170.8	102	102.5	
LOS by Move:	D	D	F		F	C	C		F	F	F		F	F	F	
HCM2kAvgQ:	3	10	30		48	10	10		15	39	39		17	31	31	

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 56-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.268
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.9
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module: >> Count Date: 18 May 2005 << 1600-1700																				
Base Vol:	0	1135	48		153	1133	0		0	0	0		65	0	61	
Growth Adj:	1.00	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	1135	48		153	1133	0		0	0	0		65	0	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1135	48		153	1133	0		0	0	0		65	0	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1135	48		153	1133	0		0	0	0		65	0	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1135	48		153	1133	0		0	0	0		65	0	61	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.88	0.12		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	5181	219		1700	5400	0		0	0	0		1700	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.22		0.09	0.21	0.00		0.00	0.00	0.00		0.04	0.00	0.03	
Crit Moves:		****											****			
Green/Cycle:	0.00	0.82	0.82		0.82	0.82	0.00		0.00	0.00	0.00		0.14	0.00	0.14	
Volume/Cap:	0.00	0.27	0.27		0.11	0.26	0.00		0.00	0.00	0.00		0.27	0.00	0.24	
Delay/Veh:	0.0	2.2	2.2		1.9	2.1	0.0		0.0	0.0	0.0		38.8	0.0	38.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	2.2	2.2		1.9	2.1	0.0		0.0	0.0	0.0		38.8	0.0	38.5	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	3	3		1	3	0		0	0	0		2	0	2	

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 57-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.0
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: >> Count Date: 18 May 2005 << 1600-1700												
Base Vol:	119	811	71	339	1017	107	143	239	54	33	193	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	811	71	339	1017	107	143	239	54	33	193	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	811	71	339	1017	107	143	239	54	33	193	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	811	71	339	1017	107	143	239	54	33	193	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	119	811	71	339	1017	107	143	239	54	33	193	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.76	0.24	1.00	2.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4965	435	1700	4886	514	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.20	0.21	0.21	0.08	0.13	0.03	0.02	0.11	0.13
Crit Moves:		****		****				****				
Green/Cycle:	0.17	0.31	0.31	0.38	0.51	0.51	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.40	0.53	0.53	0.53	0.40	0.40	0.33	0.53	0.12	0.08	0.43	0.52
Delay/Veh:	37.7	28.8	28.8	25.0	15.0	15.0	31.0	33.4	29.0	28.6	32.0	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:	37.7	28.8	28.8	25.0	15.0	15.0	31.0	33.4	29.0	28.6	32.0	33.4
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	8	8	9	7	7	4	7	1	1	5	7

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 58-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	109	48	75	282	56	52	148	1269	91	117	1125	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	48	75	282	56	52	148	1269	91	117	1125	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	48	75	282	56	52	148	1269	91	117	1125	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	48	75	282	56	52	148	1269	91	117	1125	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	48	75	282	56	52	148	1269	91	117	1125	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.04	0.17	0.02	0.03	0.09	0.24	0.05	0.04	0.21	0.10
Crit Moves:			****	****			****				****	
Green/Cycle:	0.26	0.08	0.08	0.30	0.12	0.12	0.16	0.47	0.47	0.07	0.38	0.38
Volume/Cap:	0.24	0.35	0.55	0.55	0.13	0.24	0.55	0.50	0.11	0.50	0.55	0.25
Delay/Veh:	29.4	44.4	47.3	30.3	39.7	40.7	41.0	18.7	15.0	46.4	24.5	21.4
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:	29.4	44.4	47.3	30.3	39.7	40.7	41.0	18.7	15.0	46.4	24.5	21.4
LOS by Move:	C	D	D	C	D	D	D	B	B	D	C	C
HCM2kAvgQ:	3	2	3	8	1	2	5	10	2	3	10	4

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 59-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1645-1745												
Base Vol:	193	2	140	10	10	20	36	1456	129	195	1130	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	2	140	10	10	20	36	1456	129	195	1130	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	2	140	10	10	20	36	1456	129	195	1130	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	2	140	10	10	20	36	1456	129	195	1130	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	2	140	10	10	20	36	1456	129	195	1130	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.08	0.01	0.01	0.01	0.02	0.27	0.07	0.11	0.21	0.00
Crit Moves:	****							****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.40	0.00	0.27	0.02	0.02	0.04	0.03	0.40	0.11	0.17	0.31	0.01
Delay/Veh:	29.4	25.6	28.0	25.8	25.7	25.9	5.4	7.3	5.7	6.0	6.7	5.3
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:	29.4	25.6	28.0	25.8	25.7	25.9	5.4	7.3	5.7	6.0	6.7	5.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	0	4	0	0	0	0	7	1	2	5	0

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

EX-PM Tue Nov 14, 2006 19:05:07 Page 60-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1645-1745												
Base Vol:	0	0	0	201	0	161	150	1762	0	0	1783	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	201	0	161	150	1762	0	0	1783	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	201	0	161	150	1762	0	0	1783	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	161	150	1762	0	0	1783	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	201	0	161	150	1762	0	0	1783	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.09	0.09	0.33	0.00	0.00	0.33	0.07
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.41	0.41	0.00	0.00	0.42	0.53
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.79	0.21	0.79	0.00	0.00	0.79	0.13
Delay/Veh:	0.0	0.0	0.0	43.9	0.0	62.2	19.2	27.8	0.0	0.0	27.5	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.9	0.0	62.2	19.2	27.8	0.0	0.0	27.5	11.9
LOS by Move:	A	A	A	D	A	E	B	C	A	A	C	B
HCM2kAvgQ:	0	0	0	4	0	7	3	18	0	0	18	2

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

EX-PM Tue Nov 14, 2006 19:05:08 Page 61-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[27.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Ignore		
Lanes:	1 1 1 1 0			1 0 1 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	12	3	6	65	2	225	49	550	2	5	665	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	3	6	65	2	225	49	550	2	5	665	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	12	3	6	65	2	225	49	550	2	5	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	12	3	6	65	2	225	49	550	2	5	665	0
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	991	1323	275	1050	1325	333	665	xxxx	xxxxx	552	xxxx	xxxxx
Potent Cap.:	203	158	729	184	157	669	934	xxxx	xxxxx	1028	xxxx	xxxxx
Move Cap.:	128	149	729	172	148	669	934	xxxx	xxxxx	1028	xxxx	xxxxx
Volume/Cap:	0.09	0.02	0.01	0.38	0.01	0.34	0.05	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.0	xxxxx	1.6	0.0	1.5	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	34.6	29.4	xxxxx	38.1	29.6	13.1	9.1	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	D	D	*	E	D	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	131	xxxx	409	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	34.1	xxxx	14.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	D	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	27.1			18.8			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

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

EX-PM Tue Nov 14, 2006 19:05:08 Page 62-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			1 0 1 0 1			1 0 2 1 0			1 0 2 1 0		
Volume Module: >> Count Date: 12 May 2005 << 1645-1745												
Base Vol:	10	16	105	35	41	43	12	1359	24	84	1441	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	16	105	35	41	43	12	1359	24	84	1441	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	16	105	35	41	43	12	1359	24	84	1441	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	16	105	35	41	43	12	1359	24	84	1441	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	16	105	35	41	43	12	1359	24	84	1441	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.38	0.62	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.97	0.03
Final Sat.:	692	1108	1800	1700	1800	1800	1700	5306	94	1700	5344	56
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.02	0.02	0.02	0.01	0.26	0.26	0.05	0.27	0.27
Crit Moves:			****					****		****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.66	0.66	0.13	0.77	0.77
Volume/Cap:	0.10	0.10	0.39	0.14	0.15	0.16	0.35	0.39	0.39	0.39	0.35	0.35
Delay/Veh:	36.7	36.7	39.2	37.1	37.2	37.2	54.5	7.8	7.8	41.2	3.7	3.7
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:	36.7	36.7	39.2	37.1	37.2	37.2	54.5	7.8	7.8	41.2	3.7	3.7
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	1	3	1	1	1	1	7	7	3	5	5

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

EX-PM Tue Nov 14, 2006 19:05:08 Page 63-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.283
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1700-1800												
Base Vol:	0	0	0	24	0	28	55	643	0	0	874	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	28	55	643	0	0	874	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	28	55	643	0	0	874	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	28	55	643	0	0	874	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	24	0	28	55	643	0	0	874	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	0.16	1.84	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	831	0	969	284	3316	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.19	0.19	0.00	0.00	0.24	0.02
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.86	0.86	0.00	0.00	0.86	0.86
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.28	0.23	0.23	0.00	0.00	0.28	0.02
Delay/Veh:	0.0	0.0	0.0	42.4	0.0	42.4	1.3	1.3	0.0	0.0	1.4	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.4	0.0	42.4	1.3	1.3	0.0	0.0	1.4	1.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	2	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:08 Page 64-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	0 0	1	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1615-1715												
Base Vol:	245	7	160	113	4	213	60	1148	103	74	1041	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	7	160	113	4	213	60	1148	103	74	1041	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	7	160	113	4	213	60	1148	103	74	1041	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	7	160	113	4	213	60	1148	103	74	1041	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	245	7	160	113	4	213	60	1148	103	74	1041	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.95	0.05	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3403	97	1800	1700	33	1767	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.09	0.07	0.12	0.12	0.04	0.32	0.06	0.04	0.29	0.01
Crit Moves:			****			****		****		****		
Green/Cycle:	0.14	0.14	0.14	0.19	0.19	0.19	0.06	0.51	0.51	0.07	0.52	0.52
Volume/Cap:	0.50	0.50	0.62	0.34	0.62	0.62	0.56	0.62	0.11	0.62	0.56	0.03
Delay/Veh:	40.4	40.4	44.9	35.4	40.4	40.4	51.8	18.1	12.6	54.9	16.6	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	40.4	44.9	35.4	40.4	40.4	51.8	18.1	12.6	54.9	16.6	11.7
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	4	6	4	7	7	3	14	2	4	12	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:08 Page 65-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.8
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	1	0	0	1		0	0	1	1	0		1	0	2	0	0	
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745																								
Base Vol:	0		0		0		9		1		14		0	1566		21			2	1679			0	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0		0		0		9		1		14		0	1566		21			2	1679			0	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0		0		0		9		1		14		0	1566		21			2	1679			0	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Reduced Vol:	0		0		0		9		1		14		0	1566		21			2	1679			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		
Final Vol.:	0		0		0		9		1		14		0	1566		21			2	1679			0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.00	0.00		0.00			0.90	0.10		1.00			0.00	1.97		0.03			1.00	2.00		0.00		
Final Sat.:	0		0		0		1620		180		1800		0	3552		48			1700	3600			0	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00			0.01	0.01		0.01			0.00	0.44		0.44			0.00	0.47			0.00	
Crit Moves:										****										****				
Green/Cycle:	0.00	0.00		0.00			0.02	0.02		0.02			0.00	0.94		0.94			0.94	0.94			0.00	
Volume/Cap:	0.00	0.00		0.00			0.35	0.35		0.49			0.00	0.47		0.47			0.00	0.49			0.00	
Delay/Veh:	0.0	0.0		0.0			56.1	56.1		61.7			0.0	0.4		0.4			0.2	0.4			0.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00	
AdjDel/Veh:	0.0	0.0		0.0			56.1	56.1		61.7			0.0	0.4		0.4			0.2	0.4			0.0	
LOS by Move:	A	A		A			E	E		E			A	A		A			A	A			A	
HCM2kAvgQ:	0		0		0		1		1		1		0	3		3			0	4			0	

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:08 Page 66-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		1	0	0	0	1		1	0	2	0	0		0	0	2	0	1	
Volume Module: >> Count Date: 24 Mar 2005 << 1600-1700																								
Base Vol:	0		0		0		91		0		54		91	437		0			0	665			114	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	0		0		0		91		0		54		91	437		0			0	665			114	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	0		0		0		91		0		54		91	437		0			0	665			114	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Reduced Vol:	0		0		0		91		0		54		91	437		0			0	665			114	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	0		0		0		91		0		54		91	437		0			0	665			114	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.00	0.00		0.00			1.00	0.00		1.00			1.00	2.00		0.00			0.00	2.00		1.00		
Final Sat.:	0		0		0		1700		0		1800		1700	3600		0			0	3600			1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00			0.05	0.00		0.03			0.05	0.12		0.00			0.00	0.18			0.06	
Crit Moves:								****												****				
Green/Cycle:	0.00	0.00		0.00			0.22	0.00		0.22			0.74	0.74		0.00			0.00	0.74			0.74	
Volume/Cap:	0.00	0.00		0.00			0.25	0.00		0.14			0.07	0.16		0.00			0.00	0.25			0.09	
Delay/Veh:	0.0	0.0		0.0			32.9	0.0		31.9			3.5	3.7		0.0			0.0	4.1			3.5	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00	
AdjDel/Veh:	0.0	0.0		0.0			32.9	0.0		31.9			3.5	3.7		0.0			0.0	4.1			3.5	
LOS by Move:	A	A		A			C	A		C			A	A		A			A	A			A	
HCM2kAvgQ:	0		0		0		3		0		1		1	2		0			0	3			1	

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:08 Page 67-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1700-1800																				
Base Vol:	61	53	71		99	67	28		33	1016	62		112	1291	117					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	61	53	71		99	67	28		33	1016	62		112	1291	117					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	61	53	71		99	67	28		33	1016	62		112	1291	117					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	61	53	71		99	67	28		33	1016	62		112	1291	117					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	61	53	71		99	67	28		33	1016	62		112	1291	117					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95					
Lanes:	0.54	0.46	1.00		0.60	0.40	1.00		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	963	837	1800		1073	727	1800		1700	3600	1800		1700	3600	1800					
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.06	0.04		0.09	0.09	0.02		0.02	0.28	0.03		0.07	0.36	0.07					
Crit Moves:						****								****						
Green/Cycle:	0.20	0.20	0.20		0.20	0.20	0.20		0.76	0.76	0.76		0.76	0.76	0.76					
Volume/Cap:	0.32	0.32	0.20		0.47	0.47	0.08		0.03	0.37	0.05		0.09	0.47	0.09					
Delay/Veh:	35.0	35.0	33.9		36.6	36.6	32.9		2.9	4.0	2.9		3.0	4.5	3.0					
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:	35.0	35.0	33.9		36.6	36.6	32.9		2.9	4.0	2.9		3.0	4.5	3.0					
LOS by Move:	D	D	C		D	D	C		A	A	A		A	A	A					
HCM2kAvgQ:	3	3	2		5	5	1		0	5	0		1	8	1					

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:08 Page 68-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745																				
Base Vol:	61	0	53		0	0	0		0	1481	54		17	1601	0					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	61	0	53		0	0	0		0	1481	54		17	1601	0					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	61	0	53		0	0	0		0	1481	54		17	1601	0					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	61	0	53		0	0	0		0	1481	54		17	1601	0					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	61	0	53		0	0	0		0	1481	54		17	1601	0					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95					
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00					
Final Sat.:	1700	0	1800		0	0	0		0	3600	1800		1700	3600	0					
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.00	0.03		0.00	0.00	0.00		0.00	0.41	0.03		0.01	0.44	0.00					
Crit Moves:	****													****						
Green/Cycle:	0.07	0.00	0.07		0.00	0.00	0.00		0.00	0.89	0.89		0.89	0.89	0.00					
Volume/Cap:	0.50	0.00	0.41		0.00	0.00	0.00		0.00	0.46	0.03		0.01	0.50	0.00					
Delay/Veh:	47.9	0.0	46.5		0.0	0.0	0.0		0.0	1.2	0.7		0.6	1.2	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:	47.9	0.0	46.5		0.0	0.0	0.0		0.0	1.2	0.7		0.6	1.2	0.0					
LOS by Move:	D	A	D		A	A	A		A	A	A		A	A	A					
HCM2kAvgQ:	3	0	2		0	0	0		0	5	0		0	6	0					

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1645-1745												
Base Vol:	90	0	87	4	0	7	3	1505	63	66	1046	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	87	4	0	7	3	1505	63	66	1046	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	87	4	0	7	3	1505	63	66	1046	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	87	4	0	7	3	1505	63	66	1046	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	0	87	4	0	7	3	1505	63	66	1046	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.52	0.00	1.48	0.36	0.00	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2632	0	2668	655	0	1145	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.01	0.00	0.01	0.00	0.42	0.04	0.04	0.29	0.00
Crit Moves:	****			****				****				
Green/Cycle:	0.07	0.00	0.07	0.01	0.00	0.01	0.86	0.86	0.86	0.86	0.86	0.86
Volume/Cap:	0.49	0.00	0.47	0.49	0.00	0.49	0.00	0.49	0.04	0.05	0.34	0.00
Delay/Veh:	45.8	0.0	45.6	64.7	0.0	64.7	1.0	1.9	1.1	1.1	1.5	1.0
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:	45.8	0.0	45.6	64.7	0.0	64.7	1.0	1.9	1.1	1.1	1.5	1.0
LOS by Move:	D	A	D	E	A	E	A	A	A	A	A	A
HCM2kAvgQ:	3	0	2	1	0	1	0	6	0	0	4	0

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.7
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1645-1745												
Base Vol:	100	11	222	21	14	17	5	1856	13	15	1151	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	11	222	21	14	17	5	1856	13	15	1151	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	11	222	21	14	17	5	1856	13	15	1151	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	11	222	21	14	17	5	1856	13	15	1151	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	11	222	21	14	17	5	1856	13	15	1151	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	813	987	1700	5362	38	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.12	0.01	0.02	0.02	0.00	0.35	0.35	0.01	0.32	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.01	0.68	0.68	0.02	0.69	0.69
Volume/Cap:	0.24	0.03	0.51	0.05	0.07	0.07	0.46	0.51	0.51	0.51	0.46	0.00
Delay/Veh:	30.8	28.9	33.7	29.1	29.3	29.3	77.7	7.9	7.9	62.6	7.1	4.8
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:	30.8	28.9	33.7	29.1	29.3	29.3	77.7	7.9	7.9	62.6	7.1	4.8
LOS by Move:	C	C	C	C	C	C	E	A	A	E	A	A
HCM2kAvgQ:	3	0	7	1	1	1	1	10	10	1	9	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:09 Page 71-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 63 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 1	0	1 1	0 1	0	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1700-1800												
Base Vol:	130	1714	521	100	1847	152	140	421	21	428	396	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	1714	521	100	1847	152	140	421	21	428	396	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	130	1714	521	100	1847	152	140	421	21	428	396	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1714	521	100	1847	152	140	421	21	428	396	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	130	1714	521	100	1847	152	140	421	21	428	396	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.70	0.30	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1700	5400	1800	3200	6653	547	1700	3429	171	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.29	0.03	0.28	0.28	0.08	0.12	0.12	0.25	0.11	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.41	0.41	0.04	0.36	0.36	0.16	0.16	0.16	0.32	0.32	0.00
Volume/Cap:	0.78	0.77	0.70	0.77	0.78	0.78	0.52	0.78	0.78	0.78	0.34	0.00
Delay/Veh:	73.6	32.0	32.1	80.8	36.1	36.1	46.9	53.9	53.9	43.9	31.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	32.0	32.1	80.8	36.1	36.1	46.9	53.9	53.9	43.9	31.1	0.0
LOS by Move:	E	C	C	F	D	D	D	D	D	D	C	A
HCM2kAvgQ:	7	20	17	4	19	19	6	10	10	17	6	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:09 Page 72-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	2 0	3 1	0	0 0	3 0	1	2 0	1 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	229	1980	268	107	1587	23	0	855	275	407	815	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	1980	268	107	1587	23	0	855	275	407	815	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1980	268	107	1587	23	0	855	275	407	815	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1980	268	107	1587	23	0	855	275	407	815	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	1980	268	107	1587	23	0	855	275	407	815	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.52	0.48	2.00	3.94	0.06	0.00	3.00	1.00	2.00	1.88	0.12
Final Sat.:	3200	6342	858	3200	7097	103	0	5400	1800	3200	3388	212
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.03	0.22	0.22	0.00	0.16	0.15	0.13	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.45	0.45	0.05	0.38	0.38	0.00	0.23	0.23	0.18	0.41	0.41
Volume/Cap:	0.59	0.69	0.69	0.69	0.59	0.59	0.00	0.69	0.66	0.69	0.58	0.58
Delay/Veh:	52.2	26.7	26.7	68.5	30.0	30.0	0.0	43.9	46.0	49.1	27.6	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:	52.2	26.7	26.7	68.5	30.0	30.0	0.0	43.9	46.0	49.1	27.6	27.6
LOS by Move:	D	C	C	E	C	C	A	D	D	D	C	C
HCM2kAvgQ:	6	18	18	4	13	13	0	11	11	9	13	13

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:09 Page 73-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	1 0	4 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	178	2151	24	116	2213	89	230	25	90	24	14	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2151	24	116	2213	89	230	25	90	24	14	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2151	24	116	2213	89	230	25	90	24	14	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2151	24	116	2213	89	230	25	90	24	14	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	178	2151	24	116	2213	89	230	25	90	24	14	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.96	0.04	1.00	4.00	1.00	1.81	0.19	1.00	0.63	0.37	1.00
Final Sat.:	3200	7121	79	1700	7200	1800	3157	343	1800	1137	663	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.07	0.31	0.05	0.07	0.07	0.05	0.02	0.02	0.01
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.59	0.59	0.13	0.61	0.61	0.14	0.14	0.14	0.04	0.04	0.04
Volume/Cap:	0.51	0.52	0.52	0.52	0.51	0.08	0.52	0.52	0.35	0.52	0.52	0.23
Delay/Veh:	43.1	12.4	12.4	42.5	11.2	8.1	40.7	40.7	39.7	53.2	53.2	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	12.4	12.4	42.5	11.2	8.1	40.7	40.7	39.7	53.2	53.2	48.0
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	4	10	1	5	5	3	2	2	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:09 Page 74-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	232	2447	81	227	2450	68	41	425	14	129	502	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	2447	81	227	2450	68	41	425	14	129	502	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	2447	81	227	2450	68	41	425	14	129	502	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	2447	81	227	2450	68	41	425	14	129	502	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	232	2447	81	227	2450	68	41	425	14	129	502	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.87	0.13	1.00	3.89	0.11	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1700	6969	231	1700	7006	194	1700	3600	1800	1700	3079	521
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.13	0.35	0.35	0.02	0.12	0.01	0.08	0.16	0.16
Crit Moves:	****				****						****	
Green/Cycle:	0.20	0.51	0.51	0.19	0.50	0.50	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.70	0.69	0.69	0.69	0.70	0.70	0.10	0.50	0.03	0.32	0.70	0.70
Delay/Veh:	51.2	23.1	23.1	51.4	23.4	23.4	36.2	40.4	35.5	38.5	44.6	44.6
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:	51.2	23.1	23.1	51.4	23.4	23.4	36.2	40.4	35.5	38.5	44.6	44.6
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	10	19	19	10	19	19	1	7	0	4	11	11

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:09 Page 75-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	109	2689	84	51	2538	7	24	5	47	81	8	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	2689	84	51	2538	7	24	5	47	81	8	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2689	84	51	2538	7	24	5	47	81	8	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2689	84	51	2538	7	24	5	47	81	8	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	2689	84	51	2538	7	24	5	47	81	8	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.88	0.12	1.00	3.99	0.01	0.83	0.17	1.00	0.91	0.09	1.00
Final Sat.:	1700	6982	218	1700	7180	20	1490	310	1800	1638	162	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.03	0.35	0.35	0.02	0.02	0.03	0.05	0.05	0.02
Crit Moves:		****		****							****	
Green/Cycle:	0.13	0.76	0.76	0.06	0.70	0.70	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.51	0.50	0.50	0.50	0.51	0.51	0.16	0.16	0.27	0.50	0.50	0.22
Delay/Veh:	42.8	4.7	4.7	49.7	7.2	7.2	41.8	41.8	42.6	45.2	45.2	42.2
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:	42.8	4.7	4.7	49.7	7.2	7.2	41.8	41.8	42.6	45.2	45.2	42.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	9	9	2	10	10	1	1	2	3	3	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:09 Page 76-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 68 Level Of Service: D

Approach:	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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	2 0	4	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 26 Apr 2005 << 1700-1800												
Base Vol:	364	2301	356	90	1970	235	227	685	442	364	841	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	364	2301	356	90	1970	235	227	685	442	364	841	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	364	2301	356	90	1970	235	227	685	442	364	841	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	2301	356	90	1970	235	227	685	442	364	841	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	364	2301	356	90	1970	235	227	685	442	364	841	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.20	0.03	0.27	0.13	0.07	0.19	0.25	0.11	0.23	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.45	0.59	0.04	0.34	0.34	0.10	0.31	0.31	0.14	0.34	0.34
Volume/Cap:	0.80	0.72	0.34	0.72	0.80	0.38	0.68	0.62	0.80	0.80	0.68	0.21
Delay/Veh:	59.5	28.0	12.9	75.1	37.7	30.3	57.3	36.7	46.3	59.5	35.2	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	28.0	12.9	75.1	37.7	30.3	57.3	36.7	46.3	59.5	35.2	28.0
LOS by Move:	E	C	B	E	D	C	E	D	D	E	D	C
HCM2kAvgQ:	10	19	7	3	19	7	6	12	18	10	15	3

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:10 Page 77-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4	0	1	2 0 3	1	0	0 1 0	0	1	0 1 0	0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1700-1800												
Base Vol:	17 2481		52	261 2237		34	10	11	29	34	8	213
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	17 2481		52	261 2237		34	10	11	29	34	8	213
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	17 2481		52	261 2237		34	10	11	29	34	8	213
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	17 2481		52	261 2237		34	10	11	29	34	8	213
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	17 2481		52	261 2237		34	10	11	29	34	8	213
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.89 0.95		0.95	0.84 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95
Lanes:	1.00 4.00		1.00	2.00 3.94		0.06	0.48 0.52		1.00	0.81 0.19		1.00
Final Sat.:	1700 7200		1800	3200 7092		108	857 943		1800	1457 343		1800
Capacity Analysis Module:												
Vol/Sat:	0.01 0.34		0.03	0.08 0.32		0.32	0.01 0.01		0.02	0.02 0.02		0.12
Crit Moves:	****			****								****
Green/Cycle:	0.02 0.59		0.59	0.14 0.71		0.71	0.20 0.20		0.20	0.20 0.20		0.20
Volume/Cap:	0.44 0.58		0.05	0.58 0.44		0.44	0.06 0.06		0.08	0.11 0.11		0.58
Delay/Veh:	56.2 12.7		8.5	42.1 6.1		6.1	32.1 32.1		32.3	32.6 32.6		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:	56.2 12.7		8.5	42.1 6.1		6.1	32.1 32.1		32.3	32.6 32.6		38.2
LOS by Move:	E	B	A	D	A	A	C	C	C	C	C	D
HCM2kAvgQ:	1	13	1	5	8	8	1	1	1	1	1	7

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:10 Page 78-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4	0	1	2 0 3	1	0	0 1 0	0	1	0 1 0	1	0
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800												
Base Vol:	45 2211		147	153 1936		38	22	24	63	154	36	164
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	45 2211		147	153 1936		38	22	24	63	154	36	164
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	45 2211		147	153 1936		38	22	24	63	154	36	164
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	45 2211		147	153 1936		38	22	24	63	154	36	164
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	45 2211		147	153 1936		38	22	24	63	154	36	164
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.89 0.95		0.95	0.84 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95
Lanes:	1.00 4.00		1.00	2.00 3.92		0.08	0.48 0.52		1.00	0.87 0.20		0.93
Final Sat.:	1700 7200		1800	3200 7061		139	861 939		1800	1566 366		1668
Capacity Analysis Module:												
Vol/Sat:	0.03 0.31		0.08	0.05 0.27		0.27	0.03 0.03		0.04	0.10 0.10		0.10
Crit Moves:	****			****							****	
Green/Cycle:	0.06 0.62		0.62	0.10 0.66		0.66	0.20 0.20		0.20	0.20 0.20		0.20
Volume/Cap:	0.42 0.49		0.13	0.49 0.42		0.42	0.13 0.13		0.18	0.49 0.49		0.49
Delay/Veh:	47.7 10.3		7.8	44.0 8.2		8.2	33.0 33.0		33.4	36.1 36.1		36.1
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:	47.7 10.3		7.8	44.0 8.2		8.2	33.0 33.0		33.4	36.1 36.1		36.1
LOS by Move:	D	B	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	2	10	2	3	8	8	1	1	2	6	6	6

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:10 Page 79-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.6
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 29 Mar 2005 << 1645-1745												
Base Vol:	152	1993	102	134	2028	100	259	410	100	260	669	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1993	102	134	2028	100	259	410	100	260	669	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1993	102	134	2028	100	259	410	100	260	669	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1993	102	134	2028	100	259	410	100	260	669	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	1993	102	134	2028	100	259	410	100	260	669	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.81	0.19	2.00	3.81	0.19	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6849	351	3200	6862	338	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.04	0.30	0.30	0.08	0.11	0.06	0.08	0.19	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.48	0.48	0.07	0.42	0.42	0.12	0.22	0.22	0.16	0.27	0.34
Volume/Cap:	0.70	0.60	0.60	0.60	0.70	0.70	0.70	0.51	0.25	0.51	0.70	0.33
Delay/Veh:	59.7	23.0	23.0	58.9	29.1	29.1	56.8	41.4	38.7	47.1	42.0	30.1
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:	59.7	23.0	23.0	58.9	29.1	29.1	56.8	41.4	38.7	47.1	42.0	30.1
LOS by Move:	E	C	C	E	C	C	E	D	D	D	D	C
HCM2kAvgQ:	7	15	15	4	17	17	7	7	3	6	13	6

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:10 Page 80-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 24 Mar 2005 << 1630-1730												
Base Vol:	79	2739	47	90	2815	67	74	117	115	41	61	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:	79	2739	47	90	2815	67	74	117	115	41	61	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	2739	47	90	2815	67	74	117	115	41	61	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	2739	47	90	2815	67	74	117	115	41	61	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	2739	47	90	2815	67	74	117	115	41	61	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.93	0.07	1.00	3.91	0.09	1.00	0.50	0.50	1.00	0.52	0.48
Final Sat.:	1700	7079	121	1700	7033	167	1700	908	892	1700	931	869
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.05	0.40	0.40	0.04	0.13	0.13	0.02	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.63	0.63	0.09	0.64	0.64	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.63	0.62	0.62	0.62	0.63	0.63	0.21	0.63	0.63	0.12	0.32	0.32
Delay/Veh:	54.4	11.5	11.5	51.8	11.1	11.1	33.3	39.5	39.5	32.5	34.2	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:	54.4	11.5	11.5	51.8	11.1	11.1	33.3	39.5	39.5	32.5	34.2	34.2
LOS by Move:	D	B	B	D	B	B	C	D	D	C	C	C
HCM2kAvgQ:	4	14	14	4	14	14	2	8	8	1	3	3

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:10 Page 81-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	1	0	1	0	3	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	144	2069	101	96	2310	73	66	108	73	64	95	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	2069	101	96	2310	73	66	108	73	64	95	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	2069	101	96	2310	73	66	108	73	64	95	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	2069	101	96	2310	73	66	108	73	64	95	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	2069	101	96	2310	73	66	108	73	64	95	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.81	0.19	1.00	3.88	0.12	1.00	0.60	0.40	1.00	0.54	0.46
Final Sat.:	1700	6865	335	1700	6979	221	1700	1074	726	1700	972	828
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.06	0.33	0.33	0.04	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.62	0.62	0.12	0.59	0.59	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.56	0.48	0.48	0.48	0.56	0.56	0.22	0.56	0.56	0.21	0.55	0.55
Delay/Veh:	42.2	10.2	10.2	43.2	12.7	12.7	35.4	39.7	39.7	35.3	39.3	39.3
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:	42.2	10.2	10.2	43.2	12.7	12.7	35.4	39.7	39.7	35.3	39.3	39.3
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	9	9	4	12	12	2	6	6	2	6	6

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:10 Page 82-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 43.7
Optimal Cycle: 91 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	3	0	1	2	0	2	1	0
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800												
Base Vol:	393	1689	200	315	1964	128	515	903	253	401	1057	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	1689	200	315	1964	128	515	903	253	401	1057	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	1689	200	315	1964	128	515	903	253	401	1057	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	1689	200	315	1964	128	515	903	253	401	1057	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	393	1689	200	315	1964	128	515	903	253	401	1057	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.61	0.39
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5400	1800	3200	4706	694
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.11	0.10	0.27	0.07	0.16	0.17	0.14	0.13	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.33	0.33	0.14	0.32	0.32	0.19	0.26	0.26	0.19	0.26	0.26
Volume/Cap:	0.85	0.72	0.34	0.72	0.85	0.22	0.85	0.65	0.54	0.65	0.85	0.85
Delay/Veh:	64.3	36.6	30.9	55.2	41.4	30.1	58.3	40.7	39.7	47.0	47.1	47.1
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:	64.3	36.6	30.9	55.2	41.4	30.1	58.3	40.7	39.7	47.0	47.1	47.1
LOS by Move:	E	D	C	E	D	C	E	D	D	D	D	D
HCM2kAvgQ:	11	15	6	8	20	4	14	11	9	9	18	18

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 83-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	0 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1700-1800												
Base Vol:	114	2299	45	64	2743	71	58	21	198	143	36	69
Growth Adj:	1.00	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	2299	45	64	2743	71	58	21	198	143	36	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2299	45	64	2743	71	58	21	198	143	36	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2299	45	64	2743	71	58	21	198	143	36	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	2299	45	64	2743	71	58	21	198	143	36	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.73	0.27	1.00	1.61	0.39	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	1322	478	1800	2796	704	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.03	0.02	0.38	0.04	0.04	0.04	0.11	0.05	0.05	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.65	0.65	0.04	0.63	0.63	0.12	0.12	0.18	0.08	0.08	0.13
Volume/Cap:	0.60	0.49	0.04	0.49	0.60	0.06	0.36	0.36	0.60	0.60	0.60	0.30
Delay/Veh:	51.3	9.0	6.3	49.8	11.1	7.1	41.2	41.2	40.7	47.6	47.6	40.5
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:	51.3	9.0	6.3	49.8	11.1	7.1	41.2	41.2	40.7	47.6	47.6	40.5
LOS by Move:	D	A	A	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	3	10	1	2	13	1	3	3	7	4	4	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 84-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1700-1800												
Base Vol:	55	2267	51	167	2810	82	96	28	107	148	44	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	2267	51	167	2810	82	96	28	107	148	44	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	2267	51	167	2810	82	96	28	107	148	44	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2267	51	167	2810	82	96	28	107	148	44	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	2267	51	167	2810	82	96	28	107	148	44	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.91	0.09	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	7042	158	3200	7200	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.05	0.39	0.05	0.06	0.02	0.06	0.09	0.02	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.06	0.66	0.66	0.11	0.70	0.70	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.55	0.49	0.49	0.49	0.55	0.06	0.36	0.10	0.38	0.55	0.16	0.45
Delay/Veh:	52.5	8.8	8.8	43.2	7.3	4.6	38.5	36.1	38.4	41.4	36.5	39.1
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:	52.5	8.8	8.8	43.2	7.3	4.6	38.5	36.1	38.4	41.4	36.5	39.1
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	10	10	3	11	1	3	1	3	5	1	4

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 85-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: 109 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800												
Base Vol:	155	1890	168	978	2118	58	181	507	58	374	593	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	1890	168	978	2118	58	181	507	58	374	593	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	1890	168	978	2118	58	181	507	58	374	593	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1890	168	978	2118	58	181	507	58	374	593	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	1890	168	978	2118	58	181	507	58	374	593	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.89	0.11	1.00	1.79	0.21	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	3200	7008	192	1700	3230	370	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.09	0.31	0.30	0.30	0.11	0.16	0.16	0.12	0.11	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.29	0.29	0.34	0.48	0.48	0.12	0.17	0.17	0.13	0.18	0.18
Volume/Cap:	0.62	0.90	0.32	0.90	0.62	0.62	0.87	0.90	0.90	0.90	0.61	0.87
Delay/Veh:	53.1	46.8	33.6	48.2	23.3	23.3	81.2	64.9	64.9	73.8	46.4	68.8
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:	53.1	46.8	33.6	48.2	23.3	23.3	81.2	64.9	64.9	73.8	46.4	68.8
LOS by Move:	D	D	C	D	C	C	F	E	E	E	D	E
HCM2kAvgQ:	7	21	5	24	16	16	10	14	14	11	8	14

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 86-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	1 0	0 1	0	0 1	0 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1645-1745												
Base Vol:	67	1971	98	103	1994	181	128	28	88	126	31	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1971	98	103	1994	181	128	28	88	126	31	90
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1971	0	103	1994	181	128	28	88	126	31	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1971	0	103	1994	181	128	28	88	126	31	90
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	1971	0	103	1994	181	128	28	88	126	31	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.24	0.76	1.00	0.26	0.74
Final Sat.:	3200	7200	1800	3200	7200	1800	1700	434	1366	1800	461	1339
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.03	0.28	0.10	0.08	0.06	0.06	0.07	0.07	0.07
Crit Moves:		****		****			****					
Green/Cycle:	0.05	0.66	0.00	0.08	0.69	0.69	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.40	0.41	0.00	0.41	0.40	0.15	0.41	0.35	0.35	0.39	0.37	0.37
Delay/Veh:	47.5	8.0	0.0	45.1	6.9	5.5	37.1	36.5	36.5	36.4	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	8.0	0.0	45.1	6.9	5.5	37.1	36.5	36.5	36.4	36.2	36.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	7	0	2	7	2	4	4	4	4	4	4

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 87-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 50.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1630-1730												
Base Vol:	226	1636	795	295	1668	282	347	900	117	645	1035	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:	226	1636	795	295	1668	282	347	900	117	645	1035	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	1636	795	295	1668	282	347	900	117	645	1035	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1636	795	295	1668	282	347	900	117	645	1035	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	226	1636	795	295	1668	282	347	900	117	645	1035	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.65	0.35	2.00	2.53	0.47
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	4779	621	3200	4548	852
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.44	0.09	0.23	0.16	0.11	0.19	0.19	0.20	0.23	0.23
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.44	0.44	0.09	0.41	0.41	0.12	0.19	0.19	0.20	0.26	0.26
Volume/Cap:	0.57	0.52	1.01	1.01	0.57	0.39	0.87	1.01	1.01	1.01	0.87	0.87
Delay/Veh:	51.6	24.7	67.7	109.1	27.8	25.4	69.6	79.0	79.0	85.5	48.3	48.3
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:	51.6	24.7	67.7	109.1	27.8	25.4	69.6	79.0	79.0	85.5	48.3	48.3
LOS by Move:	D	C	E	F	C	C	E	E	E	F	D	D
HCM2kAvgQ:	5	12	39	11	13	8	10	19	19	20	18	18

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 88-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 1645-1745												
Base Vol:	97	2666	172	241	2384	74	102	115	35	78	73	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	2666	172	241	2384	74	102	115	35	78	73	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	2666	172	241	2384	74	102	115	35	78	73	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	2666	172	241	2384	74	102	115	35	78	73	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
Final Vol.:	97	2666	172	241	2384	74	102	115	35	78	73	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.76	0.24	1.00	3.88	0.12	0.47	0.53	1.00	0.52	0.48	1.00
Final Sat.:	1700	6764	436	1700	6983	217	846	954	1800	930	870	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.14	0.34	0.34	0.12	0.12	0.02	0.08	0.08	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.11	0.55	0.55	0.20	0.64	0.64	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.53	0.71	0.71	0.71	0.53	0.53	0.71	0.71	0.12	0.50	0.50	0.17
Delay/Veh:	45.2	17.2	17.2	44.4	9.8	9.8	47.0	47.0	35.4	39.0	39.0	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	17.2	17.2	44.4	9.8	9.8	47.0	47.0	35.4	39.0	39.0	35.8
LOS by Move:	D	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	18	18	9	11	11	8	8	1	5	5	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 89-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	1	0	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 11 May 2005 << 1700-1800																				
Base Vol:	211	2116	100		422	1863	123		111	501	121		233	661	637					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	211	2116	100		422	1863	123		111	501	121		233	661	637					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	211	2116	100		422	1863	123		111	501	121		233	661	637					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	211	2116	100		422	1863	123		111	501	121		233	661	637					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	211	2116	100		422	1863	123		111	501	121		233	661	637					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95					
Lanes:	1.00	3.82	0.18		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	1700	6875	325		3200	5400	1800		1700	3600	1800		1700	3600	1800					
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.31	0.31		0.13	0.35	0.07		0.07	0.14	0.07		0.14	0.18	0.35					
Crit Moves:	****					****			****						****					
Green/Cycle:	0.13	0.35	0.35		0.15	0.36	0.36		0.07	0.22	0.22		0.22	0.37	0.37					
Volume/Cap:	0.95	0.89	0.89		0.89	0.95	0.19		0.95	0.63	0.30		0.63	0.49	0.95					
Delay/Veh:	98.6	41.7	41.7		68.9	48.3	26.3		123.7	43.8	39.4		45.8	29.3	60.2					
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:	98.6	41.7	41.7		68.9	48.3	26.3		123.7	43.8	39.4		45.8	29.3	60.2					
LOS by Move:	F	D	D		E	D	C		F	D	D		D	C	E					
HCM2kAvgQ:	13	24	24		12	28	3		8	10	4		9	10	29					

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:11 Page 90-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	1	0	1	0	3	0	1	1	0	0	1	0	1	0	0	1	1
Volume Module: >> Count Date: 19 May 2005 << 1700-1800																				
Base Vol:	22	1809	86		248	1899	44		55	20	25		264	33	623					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	22	1809	86		248	1899	44		55	20	25		264	33	623					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	22	1809	86		248	1899	44		55	20	25		264	33	623					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	22	1809	86		248	1899	44		55	20	25		264	33	623					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	22	1809	86		248	1899	44		55	20	25		264	33	623					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95					
Lanes:	1.00	3.82	0.18		1.00	3.00	1.00		1.00	0.44	0.56		1.00	0.10	1.90					
Final Sat.:	1700	6873	327		1700	5400	1800		1700	800	1000		1700	181	3419					
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.26	0.26		0.15	0.35	0.02		0.03	0.03	0.03		0.16	0.18	0.18					
Crit Moves:		****			****				****					****						
Green/Cycle:	0.02	0.39	0.39		0.21	0.58	0.58		0.05	0.05	0.05		0.27	0.27	0.48					
Volume/Cap:	0.61	0.68	0.68		0.68	0.61	0.04		0.68	0.53	0.53		0.58	0.68	0.38					
Delay/Veh:	84.2	31.3	31.3		48.5	16.7	10.9		77.3	61.7	61.7		40.0	41.3	19.8					
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:	84.2	31.3	31.3		48.5	16.7	10.9		77.3	61.7	61.7		40.0	41.3	19.8					
LOS by Move:	F	C	C		D	B	B		E	E	E		D	D	B					
HCM2kAvgQ:	2	16	16		10	16	1		4	2	2		10	12	8					

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 91-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 28 Apr 2005 << 1700-1800												
Base Vol:	297	943	58	347	1324	463	243	830	270	236	1030	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	943	58	347	1324	463	243	830	270	236	1030	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	943	58	347	1324	463	243	830	270	236	1030	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	943	58	347	1324	463	243	830	270	236	1030	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	943	58	347	1324	463	243	830	270	236	1030	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.83	0.17	2.00	3.00	1.00	1.00	2.26	0.74	1.00	2.34	0.66
Final Sat.:	3200	5087	313	3200	5400	1800	1700	4075	1325	1700	4207	1193
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.19	0.11	0.25	0.26	0.14	0.20	0.20	0.14	0.24	0.24
Crit Moves:	****					****	****				****	
Green/Cycle:	0.11	0.27	0.27	0.16	0.31	0.31	0.17	0.28	0.28	0.19	0.30	0.30
Volume/Cap:	0.82	0.69	0.69	0.69	0.78	0.82	0.82	0.72	0.72	0.72	0.82	0.82
Delay/Veh:	65.8	40.7	40.7	51.7	39.9	47.3	64.1	40.7	40.7	53.3	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.8	40.7	40.7	51.7	39.9	47.3	64.1	40.7	40.7	53.3	42.5	42.5
LOS by Move:	E	D	D	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	9	13	13	8	17	19	12	14	14	10	18	18

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 92-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	12	1337	21	16	1966	18	18	17	17	18	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1337	21	16	1966	18	18	17	17	18	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1337	21	16	1966	18	18	17	17	18	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1337	21	16	1966	18	18	17	17	18	19	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	1337	21	16	1966	18	18	17	17	18	19	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.97	0.03	0.51	0.49	1.00	0.49	0.51	1.00
Final Sat.:	1700	5316	84	1700	5351	49	926	874	1800	876	924	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.01	0.37	0.37	0.02	0.02	0.01	0.02	0.02	0.01
Crit Moves:					****						****	
Green/Cycle:	0.91	0.91	0.91	0.91	0.91	0.91	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.01	0.28	0.28	0.01	0.40	0.40	0.38	0.38	0.19	0.40	0.40	0.24
Delay/Veh:	0.4	0.6	0.6	0.4	0.7	0.7	48.6	48.6	46.5	48.9	48.9	47.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.6	0.6	0.4	0.7	0.7	48.6	48.6	46.5	48.9	48.9	47.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	2	0	3	3	2	2	1	2	2	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 93-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1	0	1 0 2	1	0	0 1 0	1	0	1 0 1	0	1
Volume Module: >> Count Date: 11 May 2005 << 1700-1800												
Base Vol:	18 1331		23	23 1920		34	24	39	35	23	30	24
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	18 1331		23	23 1920		34	24	39	35	23	30	24
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	18 1331		23	23 1920		34	24	39	35	23	30	24
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	18 1331		23	23 1920		34	24	39	35	23	30	24
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	18 1331		23	23 1920		34	24	39	35	23	30	24
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.89 0.95		0.95	0.89 0.95		0.95	0.95 0.95		0.95	0.89 0.95		0.95
Lanes:	1.00 2.95		0.05	1.00 2.95		0.05	0.49 0.80		0.71	1.00 1.00		1.00
Final Sat.:	1700 5308		92	1700 5306		94	882 1433		1286	1700 1800		1800
Capacity Analysis Module:												
Vol/Sat:	0.01 0.25		0.25	0.01 0.36		0.36	0.03 0.03		0.03	0.01 0.02		0.01
Crit Moves:	****			****			****					
Green/Cycle:	0.02 0.83		0.83	0.04 0.85		0.85	0.06 0.06		0.06	0.06 0.06		0.06
Volume/Cap:	0.43 0.30		0.30	0.30 0.43		0.43	0.43 0.43		0.43	0.21 0.26		0.21
Delay/Veh:	54.8 1.9		1.9	48.5 1.8		1.8	46.3 46.3		46.3	45.4 45.7		45.3
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:	54.8 1.9		1.9	48.5 1.8		1.8	46.3 46.3		46.3	45.4 45.7		45.3
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	3	3	1	5	5	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 94-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 2	1	0	0 1 0	0	1	0 1 0	1	0
Volume Module: >> Count Date: 17 May 2005 << 1700-1800												
Base Vol:	59 1179		10	17 1709		270	152	7	65	17	9	19
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	59 1179		10	17 1709		270	152	7	65	17	9	19
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Volume:	59 1179		10	17 1709		270	152	7	65	17	9	19
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	59 1179		10	17 1709		270	152	7	65	17	9	19
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Final Vol.:	59 1179		10	17 1709		270	152	7	65	17	9	19
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.89 0.95		0.95	0.89 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95
Lanes:	1.00 3.00		1.00	1.00 2.59		0.41	0.96 0.04		1.00	0.76 0.40		0.84
Final Sat.:	1700 5400		1800	1700 4663		737	1721	79	1800	1360	720	1520
Capacity Analysis Module:												
Vol/Sat:	0.03 0.22		0.01	0.01 0.37		0.37	0.09 0.09		0.04	0.01 0.01		0.01
Crit Moves:				****			****					
Green/Cycle:	0.77 0.77		0.77	0.77 0.77		0.77	0.19 0.19		0.19	0.19 0.19		0.19
Volume/Cap:	0.04 0.28		0.01	0.01 0.47		0.47	0.47 0.47		0.19	0.07 0.07		0.07
Delay/Veh:	2.7 3.3		2.6	2.6 4.1		4.1	37.4 37.4		34.6	33.6 33.6		33.6
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:	2.7 3.3		2.6	2.6 4.1		4.1	37.4 37.4		34.6	33.6 33.6		33.6
LOS by Move:	A	A	A	A	A	A	D	D	C	C	C	C
HCM2kAvgQ:	0	4	0	0	8	8	5	5	2	1	1	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 95-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	0 1	0 0	1	1 0	0 1	1
Volume Module: >> Count Date: 17 May 2005 << 1700-1800												
Base Vol:	0	943	98	403	1439	10	5	7	0	108	6	289
Growth Adj:	1.00	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	943	98	403	1439	10	5	7	0	108	6	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	943	98	403	1439	10	5	7	0	108	6	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	943	98	403	1439	10	5	7	0	108	6	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	943	98	403	1439	10	5	7	0	108	6	289
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.42	0.58	1.00	1.00	0.04	1.96
Final Sat.:	1700	3600	1800	3200	3575	25	750	1050	1800	1700	73	3527
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.05	0.13	0.40	0.40	0.01	0.01	0.00	0.06	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.53	0.53	0.25	0.78	0.78	0.16	0.16	0.00	0.16	0.16	0.16
Volume/Cap:	0.00	0.50	0.10	0.50	0.52	0.52	0.04	0.04	0.00	0.40	0.52	0.52
Delay/Veh:	0.0	15.3	11.9	32.4	4.2	4.2	35.7	35.7	0.0	38.7	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.3	11.9	32.4	4.2	4.2	35.7	35.7	0.0	38.7	39.3	39.3
LOS by Move:	A	B	B	C	A	A	D	D	A	D	D	D
HCM2kAvgQ:	0	10	2	7	9	9	0	0	0	4	5	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 96-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.214
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800												
Base Vol:	73	0	94	0	0	0	0	461	77	153	553	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:	73	0	94	0	0	0	0	461	77	153	553	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	0	94	0	0	0	0	461	77	153	553	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	94	0	0	0	0	461	77	153	553	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
Final Vol.:	73	0	94	0	0	0	0	461	77	153	553	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.71	0.29	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3085	515	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.15	0.15	0.09	0.15	0.00
Crit Moves:			****								****	
Green/Cycle:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.72	0.72	0.72	0.72	0.00
Volume/Cap:	0.18	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.21	0.13	0.21	0.00
Delay/Veh:	30.1	0.0	30.4	0.0	0.0	0.0	0.0	4.8	4.8	4.5	4.8	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:	30.1	0.0	30.4	0.0	0.0	0.0	0.0	4.8	4.8	4.5	4.8	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	3	3	2	3	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 97-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1615-1715												
Base Vol:	0	0	0	94	0	41	38	1007	0	0	1078	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	94	0	41	38	1007	0	0	1078	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	94	0	41	38	1007	0	0	1078	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	0	41	38	1007	0	0	1078	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	94	0	41	38	1007	0	0	1078	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.02	0.28	0.00	0.00	0.30	0.08
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.81	0.81	0.00	0.00	0.81	0.81
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.15	0.03	0.35	0.00	0.00	0.37	0.10
Delay/Veh:	0.0	0.0	0.0	39.2	0.0	37.3	1.8	2.6	0.0	0.0	2.6	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	39.2	0.0	37.3	1.8	2.6	0.0	0.0	2.6	2.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	0	4	0	0	5	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:12 Page 98-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1700-1800												
Base Vol:	31	42	56	48	47	35	57	1489	48	64	1658	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	42	56	48	47	35	57	1489	48	64	1658	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	42	56	48	47	35	57	1489	48	64	1658	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	42	56	48	47	35	57	1489	48	64	1658	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	42	56	48	47	35	57	1489	48	64	1658	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.42	0.58	1.00	0.51	0.49	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	764	1036	1800	909	891	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.05	0.05	0.02	0.03	0.41	0.03	0.04	0.46	0.03
Crit Moves:					****						****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.86	0.86	0.86	0.86	0.86	0.86
Volume/Cap:	0.41	0.41	0.32	0.53	0.53	0.20	0.04	0.48	0.03	0.04	0.53	0.03
Delay/Veh:	43.9	43.9	42.9	46.0	46.0	42.0	1.0	1.8	1.0	1.0	2.0	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	43.9	42.9	46.0	46.0	42.0	1.0	1.8	1.0	1.0	2.0	1.0
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	4	4	1	0	6	0	0	7	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 99-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 0	1	1 0	2 1	0	1 0	4 0	1
Volume Module: >> Count Date: 19 Apr 2005 << 1700-1800												
Base Vol:	42	2	27	17	0	19	42	1737	178	89	1825	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	2	27	17	0	19	42	1737	178	89	1825	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	2	27	17	0	19	42	1737	178	89	1825	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2	27	17	0	19	42	1737	178	89	1825	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	2	27	17	0	19	42	1737	178	89	1825	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.07	0.93	1.00	0.00	1.00	1.00	2.72	0.28	1.00	4.00	1.00
Final Sat.:	1700	124	1676	1700	0	1800	1700	4898	502	1700	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.00	0.01	0.02	0.35	0.35	0.05	0.25	0.02
Crit Moves:		****							****		****	
Green/Cycle:	0.02	0.02	0.02	0.02	0.00	0.02	0.53	0.53	0.53	0.38	0.38	0.38
Volume/Cap:	0.58	0.66	0.66	0.24	0.00	0.44	0.05	0.66	0.66	0.14	0.66	0.06
Delay/Veh:	59.9	80.8	80.8	49.6	0.0	54.9	11.2	17.4	17.4	20.3	26.2	19.6
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:	59.9	80.8	80.8	49.6	0.0	54.9	11.2	17.4	17.4	20.3	26.2	19.6
LOS by Move:	E	F	F	D	A	D	B	B	B	C	C	B
HCM2kAvgQ:	2	2	2	1	0	1	1	15	15	2	13	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 100-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[19.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	0 0	0	1 0	2 0	0	0 0	1 1	0
Volume Module: >> Count Date: 19 Apr 2005 << 1700-1800												
Base Vol:	0	0	0	0	0	0	286	1518	0	0	853	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	286	1518	0	0	853	467
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	286	1518	0	0	853	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	286	1518	0	0	853	467
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1320	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	530	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	530	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.54	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	3.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 101-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	0	0	1	1	0	1!	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module: >> Count Date: 19 Apr 2005 << 1700-1800																				
Base Vol:	0		0		15	700		0		165	0		1064		26	0		860		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		15	700		0		165	0		1064		26	0		860		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		15	700		0		165	0		1064		26	0		860		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		15	700		0		165	0		1064		26	0		860		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
Final Vol.:	0		0		15	700		0		165	0		1064		26	0		860		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.89		0.95		0.95	0.91		0.95		0.95	0.89		0.95		0.95	0.89		0.95		0.95
Lanes:	0.00		0.00		1.00	1.69		0.00		0.31	0.00		2.00		1.00	0.00		2.00		0.00
Final Sat.:	0		0		1800	2933		0		563	0		3600		1800	0		3600		0
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.01	0.24		0.00		0.29	0.00		0.30		0.01	0.00		0.24		0.00
Crit Moves:										****			****							
Green/Cycle:	0.00		0.00		0.48	0.48		0.00		0.48	0.00		0.48		0.48	0.00		0.48		0.00
Volume/Cap:	0.00		0.00		0.02	0.50		0.00		0.61	0.00		0.61		0.03	0.00		0.50		0.00
Delay/Veh:	0.0		0.0		13.8	18.1		0.0		20.1	0.0		19.7		13.6	0.0		17.8		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		13.8	18.1		0.0		20.1	0.0		19.7		13.6	0.0		17.8		0.0
LOS by Move:	A		A		B	B		A		C	A		B		B	A		B		A
HCM2kAvgQ:	0		0		0	10		0		13	0		13		0	0		10		0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 102-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Split Phase					Split Phase				
Rights:	Include					Include					Ovl					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	1
Volume Module: >> Count Date: 7 Apr 2005 << 1645-1745																				
Base Vol:	0		0		0	0		0		1050	0		0		0	0		805		199
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	0		0		1050	0		0		0	0		805		199
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	0		0		1050	0		0		0	0		805		199
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	0		0		1050	0		0		0	0		805		199
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Final Vol.:	0		0		0	0		0		1050	0		0		0	0		805		199
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.89		0.95		0.95	0.89		0.95		0.95	0.89		0.95		0.95	0.89		0.95		0.95
Lanes:	0.00		0.00		0.00	0.00		0.00		2.00	0.00		0.00		0.00	0.00		2.00		1.00
Final Sat.:	0		0		0	0		0		3600	0		0		0	0		3600		1800
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.00		0.00		0.29	0.00		0.00		0.00	0.00		0.22		0.11
Crit Moves:										****								****		
Green/Cycle:	0.00		0.00		0.00	0.00		0.00		0.54	0.00		0.00		0.00	0.00		0.42		0.42
Volume/Cap:	0.00		0.00		0.00	0.00		0.00		0.54	0.00		0.00		0.00	0.00		0.54		0.27
Delay/Veh:	0.0		0.0		0.0	0.0		0.0		15.0	0.0		0.0		0.0	0.0		22.3		19.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	0.0		0.0		15.0	0.0		0.0		0.0	0.0		22.3		19.3
LOS by Move:	A		A		A	A		A		B	A		A		A	A		C		B
HCM2kAvgQ:	0		0		0	0		0		11	0		0		0	0		10		4

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 103-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[13.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 1			0 0 0 0 0		
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	0	0	296	0	0	0	0	897	666	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	296	0	0	0	0	897	666	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	296	0	0	0	0	897	666	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	296	0	0	0	0	897	666	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	299	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	745	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	745	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 104-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module: >> Count Date: 21 Apr 2005 << 1700-1800												
Base Vol:	966	0	29	0	0	0	0	653	672	123	600	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:	966	0	29	0	0	0	0	653	672	123	600	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	966	0	29	0	0	0	0	653	672	123	600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	966	0	29	0	0	0	0	653	672	123	600	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
Final Vol.:	966	0	29	0	0	0	0	653	672	123	600	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3401	0	99	0	0	0	0	1800	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.37	0.07	0.33	0.00
Crit Moves:			****						****			
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.00
Volume/Cap:	0.67	0.00	0.69	0.00	0.00	0.00	0.00	0.67	0.69	0.13	0.62	0.00
Delay/Veh:	24.6	0.0	25.1	0.0	0.0	0.0	0.0	17.7	18.1	11.6	17.2	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:	24.6	0.0	25.1	0.0	0.0	0.0	0.0	17.7	18.1	11.6	17.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	14	0	15	0	0	0	0	16	17	2	14	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 105-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745												
Base Vol:	425	1961	0	0	1341	232	102	0	805	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:	425	1961	0	0	1341	232	102	0	805	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	425	1961	0	0	1341	232	102	0	805	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	1961	0	0	1341	232	102	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
Final Vol.:	425	1961	0	0	1341	232	102	0	805	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.56	0.44	0.20	0.00	1.80	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4604	796	364	0	3236	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.36	0.00	0.00	0.29	0.29	0.28	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.29	0.62	0.00	0.00	0.33	0.33	0.32	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.87	0.59	0.00	0.00	0.87	0.87	0.87	0.00	0.41	0.00	0.00	0.00
Delay/Veh:	50.0	11.7	0.0	0.0	36.4	36.4	40.4	0.0	10.4	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:	50.0	11.7	0.0	0.0	36.4	36.4	40.4	0.0	10.4	0.0	0.0	0.0
LOS by Move:	D	B	A	A	D	D	D	A	B	A	A	A
HCM2kAvgQ:	17	13	0	0	19	19	19	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:13 Page 106-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module: >> Count Date: 12 May 2005 << 1645-1745												
Base Vol:	0	1544	653	39	951	0	0	0	0	490	0	196
Growth Adj:	1.00	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	1544	653	39	951	0	0	0	0	490	0	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1544	653	39	951	0	0	0	0	490	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1544	653	39	951	0	0	0	0	490	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1544	653	39	951	0	0	0	0	490	0	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.57	0.00	0.43
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	2708	0	782
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.36	0.02	0.18	0.00	0.00	0.00	0.00	0.18	0.00	0.25
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.93	0.03	0.62	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.73	0.39	0.73	0.29	0.00	0.00	0.00	0.00	0.53	0.00	0.73
Delay/Veh:	0.0	16.3	0.6	88.3	8.9	0.0	0.0	0.0	0.0	26.8	0.0	31.8
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:	0.0	16.3	0.6	88.3	8.9	0.0	0.0	0.0	0.0	26.8	0.0	31.8
LOS by Move:	A	B	A	F	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	19	3	3	5	0	0	0	0	9	0	14

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 107-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	1! 0	0	2 0	3 0	0	0 0	2 0	1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	0	0	0	589	0	36	493	1524	0	0	1144	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	589	0	36	493	1524	0	0	1144	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	589	0	36	493	1524	0	0	1144	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	589	0	36	493	1524	0	0	1144	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	589	0	36	493	1524	0	0	1144	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.89	0.00	0.11	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3309	0	191	3200	5400	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.19	0.15	0.28	0.00	0.00	0.32	0.13
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.34	0.34	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.84	0.46	0.84	0.00	0.00	0.84	0.34
Delay/Veh:	0.0	0.0	0.0	42.0	0.0	45.4	26.3	34.3	0.0	0.0	33.1	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.0	0.0	45.4	26.3	34.3	0.0	0.0	33.1	22.4
LOS by Move:	A	A	A	D	A	D	C	C	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	13	7	18	0	0	19	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 108-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1645-1745												
Base Vol:	51	91	23	284	105	666	436	695	20	56	706	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	91	23	284	105	666	436	695	20	56	706	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	91	23	284	105	666	436	695	20	56	706	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	91	23	284	105	666	436	695	20	56	706	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	51	91	23	284	105	666	436	695	20	56	706	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.36	0.64	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	646	1154	1800	1314	486	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.22	0.22	0.37	0.26	0.19	0.01	0.03	0.20	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.10	0.10	0.27	0.27	0.58	0.32	0.48	0.48	0.08	0.24	0.24
Volume/Cap:	0.81	0.81	0.13	0.81	0.81	0.64	0.81	0.41	0.02	0.41	0.81	0.37
Delay/Veh:	68.5	68.5	41.6	44.6	44.6	15.2	40.7	17.2	13.9	45.6	41.7	32.2
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:	68.5	68.5	41.6	44.6	44.6	15.2	40.7	17.2	13.9	45.6	41.7	32.2
LOS by Move:	E	E	D	D	D	B	D	B	B	D	D	C
HCM2kAvgQ:	7	7	1	14	14	15	16	7	0	2	13	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 109-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	1	0 1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	0	0	0	30	0	60	45	628	0	0	380	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:	0	0	0	30	0	60	45	628	0	0	380	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	60	45	628	0	0	380	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	60	45	628	0	0	380	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	30	0	60	45	628	0	0	380	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.03	0.35	0.00	0.00	0.21	0.07
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.88	0.88	0.00	0.00	0.88	0.88
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.40	0.03	0.40	0.00	0.00	0.24	0.08
Delay/Veh:	0.0	0.0	0.0	43.5	0.0	45.2	0.8	1.3	0.0	0.0	1.0	0.8
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:	0.0	0.0	0.0	43.5	0.0	45.2	0.8	1.3	0.0	0.0	1.0	0.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	4	0	0	2	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 110-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	3	1 0	1 0	3	0 0
Volume Module: >> Count Date: 24 Mar 2005 << 1645-1745												
Base Vol:	19	0	106	0	0	0	0	1888	42	128	1841	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:	19	0	106	0	0	0	0	1888	42	128	1841	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	106	0	0	0	0	1888	42	128	1841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	106	0	0	0	0	1888	42	128	1841	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
Final Vol.:	19	0	106	0	0	0	0	1888	42	128	1841	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.91	0.09	1.00	3.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	7043	157	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.27	0.27	0.08	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.63	0.63	0.18	0.80	0.00
Volume/Cap:	0.08	0.00	0.43	0.00	0.00	0.00	0.00	0.43	0.43	0.43	0.42	0.00
Delay/Veh:	37.8	0.0	40.7	0.0	0.0	0.0	0.0	9.6	9.6	37.7	3.0	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:	37.8	0.0	40.7	0.0	0.0	0.0	0.0	9.6	9.6	37.7	3.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	8	8	4	6	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 111-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 10 May 2005 << 1600-1700												
Base Vol:	170	229	284	102	205	69	13	363	81	250	675	14
Growth Adj:	1.00	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	229	284	102	205	69	13	363	81	250	675	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	229	284	102	205	69	13	363	81	250	675	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	229	284	102	205	69	13	363	81	250	675	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	229	284	102	205	69	13	363	81	250	675	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.50	0.50	1.00	1.64	0.36	1.00	1.96	0.04
Final Sat.:	1700	1800	1800	1700	2693	907	1700	2943	657	1700	3527	73
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.16	0.06	0.08	0.08	0.01	0.12	0.12	0.15	0.19	0.19
Crit Moves:			****								****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.23	0.29	0.36	0.14	0.18	0.18	0.01	0.23	0.23	0.28	0.36	0.36
Delay/Veh:	18.0	18.5	19.2	17.1	17.4	17.4	11.3	12.9	12.9	13.3	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	18.5	19.2	17.1	17.4	17.4	11.3	12.9	12.9	13.3	14.0	14.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	4	5	6	2	3	3	0	4	4	5	6	6

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 112-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 10 May 2005 << 1700-1800												
Base Vol:	21	126	33	142	223	203	116	1183	34	71	1335	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	126	33	142	223	203	116	1183	34	71	1335	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	126	33	142	223	203	116	1183	34	71	1335	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	126	33	142	223	203	116	1183	34	71	1335	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	126	33	142	223	203	116	1183	34	71	1335	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.23	1.40	0.37	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.75	0.25
Final Sat.:	420	2520	660	1700	1800	1800	1700	5249	151	1700	4951	449
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.12	0.11	0.07	0.23	0.23	0.04	0.27	0.27
Crit Moves:					****		****				****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.14	0.58	0.58	0.11	0.55	0.55
Volume/Cap:	0.20	0.20	0.20	0.33	0.49	0.45	0.49	0.39	0.39	0.39	0.49	0.49
Delay/Veh:	29.5	29.5	29.5	31.0	32.8	32.2	41.4	11.5	11.5	42.9	14.1	14.1
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:	29.5	29.5	29.5	31.0	32.8	32.2	41.4	11.5	11.5	42.9	14.1	14.1
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	4	7	6	4	7	7	3	10	10

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 113-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	83	1264	55	9	1291	33	74	5	79	42	7	15
Growth Adj:	1.00	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	1264	55	9	1291	33	74	5	79	42	7	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1264	55	9	1291	33	74	5	79	42	7	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1264	55	9	1291	33	74	5	79	42	7	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	1264	55	9	1291	33	74	5	79	42	7	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	1.88	0.12	1.00	1.72	0.28	1.00
Final Sat.:	1700	5400	1800	1700	5265	135	3278	222	1800	3000	500	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.03	0.01	0.25	0.25	0.02	0.02	0.04	0.01	0.01	0.01
Crit Moves:					****				****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.14	0.14	0.14	0.04	0.04	0.04
Volume/Cap:	0.06	0.31	0.04	0.01	0.32	0.32	0.17	0.17	0.32	0.32	0.32	0.19
Delay/Veh:	3.0	3.8	3.0	2.9	3.8	3.8	38.3	38.3	39.8	47.6	47.6	47.3
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:	3.0	3.8	3.0	2.9	3.8	3.8	38.3	38.3	39.8	47.6	47.6	47.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	0	0	5	5	1	1	3	1	1	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:14 Page 114-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	58	1416	7	3	1311	53	107	3	109	45	6	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1416	7	3	1311	53	107	3	109	45	6	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1416	7	3	1311	53	107	3	109	45	6	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1416	7	3	1311	53	107	3	109	45	6	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	1416	7	3	1311	53	107	3	109	45	6	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.88	0.12	0.97	0.03	1.00	0.88	0.12	1.00
Final Sat.:	1700	5373	27	1700	5190	210	1751	49	1800	1588	212	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.00	0.25	0.25	0.06	0.06	0.06	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.09	0.77	0.77	0.01	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.37	0.34	0.34	0.34	0.37	0.37	0.37	0.37	0.37	0.17	0.17	0.03
Delay/Veh:	44.1	3.7	3.7	71.5	6.8	6.8	37.9	37.9	37.9	36.1	36.1	35.1
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:	44.1	3.7	3.7	71.5	6.8	6.8	37.9	37.9	37.9	36.1	36.1	35.1
LOS by Move:	D	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	5	5	0	6	6	3	3	3	1	1	0

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #114 Madrona Ave/Torrance Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 56 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	173	1218	96	212	1031	225	203	1144	186	218	1174	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	1218	96	212	1031	225	203	1144	186	218	1174	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	173	1218	96	212	1031	225	203	1144	186	218	1174	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1218	96	212	1031	225	203	1144	186	218	1174	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	173	1218	96	212	1031	225	203	1144	186	218	1174	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.78	0.22	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.70	0.30
Final Sat.:	3200	5005	395	3200	5400	1800	3200	3600	1800	3200	4862	538
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.07	0.19	0.13	0.06	0.32	0.10	0.07	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.33	0.33	0.09	0.32	0.32	0.11	0.43	0.43	0.09	0.41	0.41
Volume/Cap:	0.59	0.75	0.75	0.75	0.59	0.39	0.59	0.75	0.24	0.75	0.59	0.59
Delay/Veh:	55.5	37.7	37.7	63.6	34.4	31.8	53.7	31.0	22.2	63.1	27.9	27.9
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:	55.5	37.7	37.7	63.6	34.4	31.8	53.7	31.0	22.2	63.1	27.9	27.9
LOS by Move:	E	D	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	16	16	6	11	7	5	20	5	6	13	13

****

Note: Queue reported is the number of cars per lane.

****

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #115 Madrona Ave/Fashion Wy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.321
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 21 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 29 Mar 2005 << 1700-1800												
Base Vol:	144	1368	0	0	1198	122	89	0	62	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:	144	1368	0	0	1198	122	89	0	62	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1368	0	0	1198	122	89	0	62	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1368	0	0	1198	122	89	0	62	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
Final Vol.:	144	1368	0	0	1198	122	89	0	62	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5400	0	1700	5400	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.00	0.22	0.07	0.03	0.00	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.83	0.00	0.00	0.69	0.80	0.11	0.00	0.11	0.00	0.00	0.00
Volume/Cap:	0.32	0.30	0.00	0.00	0.32	0.08	0.26	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	39.1	1.9	0.0	0.0	6.1	2.2	41.4	0.0	42.2	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:	39.1	1.9	0.0	0.0	6.1	2.2	41.4	0.0	42.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	5	1	2	0	2	0	0	0

****

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.9
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 31 Mar 2005 << 1700-1800												
Base Vol:	132	808	172	118	846	174	171	1089	108	117	1025	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	808	172	118	846	174	171	1089	108	117	1025	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	808	172	118	846	174	171	1089	108	117	1025	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	808	172	118	846	174	171	1089	108	117	1025	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	808	172	118	846	174	171	1089	108	117	1025	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.50	0.50
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	1700	4496	904
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.10	0.04	0.16	0.10	0.05	0.20	0.06	0.07	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.30	0.30	0.08	0.30	0.30	0.10	0.40	0.40	0.14	0.44	0.44
Volume/Cap:	0.52	0.49	0.31	0.49	0.52	0.32	0.52	0.50	0.15	0.50	0.52	0.52
Delay/Veh:	46.2	28.7	27.0	46.0	29.3	27.4	44.0	22.5	19.1	41.6	20.7	20.7
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:	46.2	28.7	27.0	46.0	29.3	27.4	44.0	22.5	19.1	41.6	20.7	20.7
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	3	7	4	3	8	4	4	9	2	4	10	10

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1700-1800												
Base Vol:	5	566	56	72	760	19	27	13	5	6	21	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	566	56	72	760	19	27	13	5	6	21	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	566	56	72	760	19	27	13	5	6	21	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	566	56	72	760	19	27	13	5	6	21	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
Final Vol.:	5	566	56	72	760	19	27	13	5	6	21	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.73	0.27	2.00	2.00	1.00	1.00	1.44	0.56	1.00	1.00	1.00
Final Sat.:	1700	4914	486	3200	3600	1800	1700	2600	1000	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.02	0.21	0.01	0.02	0.01	0.01	0.00	0.01	0.11
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.53	0.53	0.10	0.62	0.62	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.34	0.22	0.22	0.22	0.34	0.02	0.05	0.02	0.02	0.01	0.04	0.34
Delay/Veh:	62.5	12.7	12.7	41.5	9.1	7.2	24.3	24.0	24.0	23.9	24.1	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:	62.5	12.7	12.7	41.5	9.1	7.2	24.3	24.0	24.0	23.9	24.1	27.0
LOS by Move:	E	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	1	6	0	1	0	0	0	0	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:15 Page 119-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	2	0	0	0	2	2	0	3	0	0	0	0	3	0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800																
Base Vol:	0	0	0		540	0	245		302	1626	0		0	1644	321	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		540	0	245		302	1626	0		0	1644	321	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		540	0	245		302	1626	0		0	1644	321	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		540	0	245		302	1626	0		0	1644	321	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		540	0	245		302	1626	0		0	1644	321	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		2.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3200	0	3600		3200	5400	0		0	5400	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.07		0.09	0.30	0.00		0.00	0.30	0.18	
Crit Moves:					****					****				****		
Green/Cycle:	0.00	0.00	0.00		0.20	0.00	0.57		0.37	0.37	0.00		0.00	0.37	0.57	
Volume/Cap:	0.00	0.00	0.00		0.82	0.00	0.12		0.26	0.82	0.00		0.00	0.82	0.31	
Delay/Veh:	0.0	0.0	0.0		46.4	0.0	9.9		22.3	31.7	0.0		0.0	31.5	11.2	
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	0.0	0.0		46.4	0.0	9.9		22.3	31.7	0.0		0.0	31.5	11.2	
LOS by Move:	A	A	A		D	A	A		C	C	A		A	C	B	
HCM2kAvgQ:	0	0	0		12	0	2		4	18	0		0	18	5	

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:15 Page 120-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0	1	0	1	1	0	1	1	0	1	1	1	0	0	1
Volume Module: >> Count Date: 20 Apr 2005 << 1630-1730																
Base Vol:	3	226	40		257	331	4		27	43	38		161	10	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	3	226	40		257	331	4		27	43	38		161	10	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	3	226	40		257	331	4		27	43	38		161	10	199	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	226	40		257	331	4		27	43	38		161	10	199	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	3	226	40		257	331	4		27	43	38		161	10	199	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95	
Lanes:	0.03	1.97	1.00		0.87	1.13	1.00		1.00	1.00	1.00		1.89	0.11	1.00	
Final Sat.:	47	3553	1800		1573	2027	1800		1700	1800	1800		3295	205	1800	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.02		0.16	0.16	0.00		0.02	0.02	0.02		0.05	0.05	0.11	
Crit Moves:						****				****					****	
Green/Cycle:	0.52	0.52	0.86		0.52	0.52	0.52		0.08	0.08	0.08		0.35	0.35	0.35	
Volume/Cap:	0.12	0.12	0.03		0.32	0.32	0.00		0.21	0.32	0.28		0.14	0.14	0.32	
Delay/Veh:	12.6	12.6	0.9		14.1	14.1	11.8		44.3	45.1	44.8		22.3	22.3	24.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.6	12.6	0.9		14.1	14.1	11.8		44.3	45.1	44.8		22.3	22.3	24.1	
LOS by Move:	B	B	A		B	B	B		D	D	D		C	C	C	
HCM2kAvgQ:	2	2	0		5	5	0		1	2	1		2	2	5	

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:15 Page 121-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1700-1800												
Base Vol:	78	151	50	90	268	215	70	1437	80	54	1553	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	151	50	90	268	215	70	1437	80	54	1553	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	151	50	90	268	215	70	1437	80	54	1553	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	151	50	90	268	215	70	1437	80	54	1553	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	151	50	90	268	215	70	1437	80	54	1553	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.03	0.05	0.15	0.12	0.04	0.40	0.04	0.03	0.43	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.06	0.66	0.66	0.05	0.65	0.65
Volume/Cap:	0.20	0.37	0.12	0.24	0.66	0.53	0.66	0.60	0.07	0.60	0.66	0.04
Delay/Veh:	31.7	33.3	31.0	32.0	39.3	35.4	60.3	9.9	6.0	57.4	11.3	6.2
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:	31.7	33.3	31.0	32.0	39.3	35.4	60.3	9.9	6.0	57.4	11.3	6.2
LOS by Move:	C	C	C	C	D	D	E	A	A	E	B	A
HCM2kAvgQ:	2	4	1	3	9	7	4	13	1	3	16	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:15 Page 122-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 20 Apr 2005 << 1645-1745												
Base Vol:	76	252	81	63	278	48	67	1292	115	105	1180	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	252	81	63	278	48	67	1292	115	105	1180	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	252	81	63	278	48	67	1292	115	105	1180	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	252	81	63	278	48	67	1292	115	105	1180	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
Final Vol.:	76	252	81	63	278	48	67	1292	115	105	1180	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.76	0.24	1.00	0.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1362	438	1700	1535	265	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.18	0.18	0.04	0.36	0.06	0.06	0.33	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.07	0.56	0.56	0.10	0.58	0.58
Volume/Cap:	0.16	0.64	0.64	0.13	0.63	0.63	0.56	0.64	0.11	0.64	0.56	0.06
Delay/Veh:	26.7	34.0	34.0	26.5	33.5	33.5	51.0	16.0	10.5	52.1	13.3	9.1
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:	26.7	34.0	34.0	26.5	33.5	33.5	51.0	16.0	10.5	52.1	13.3	9.1
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	A
HCM2kAvgQ:	2	10	10	2	10	10	3	15	2	5	12	1

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.199
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730												
Base Vol:	100	256	108	45	393	10	37	188	98	47	156	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	256	108	45	393	10	37	188	98	47	156	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	256	108	45	393	10	37	188	98	47	156	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	256	108	45	393	10	37	188	98	47	156	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	100	256	108	45	393	10	37	188	98	47	156	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.41	0.59	1.00	1.95	0.05	1.00	1.31	0.69	1.00	1.54	0.46
Final Sat.:	1700	2532	1068	1700	3511	89	1700	2366	1234	1700	2767	833
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.03	0.11	0.11	0.02	0.08	0.08	0.03	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.10	0.18	0.18	0.05	0.20	0.20	0.05	0.20	0.20	0.07	0.14	0.14
Delay/Veh:	10.3	10.7	10.7	9.9	10.9	10.9	18.5	19.7	19.7	18.6	19.2	19.2
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:	10.3	10.7	10.7	9.9	10.9	10.9	18.5	19.7	19.7	18.6	19.2	19.2
LOS by Move:	B	B	B	A	B	B	B	B	B	B	B	B
HCM2kAvgQ:	2	3	3	1	3	3	1	3	3	1	2	2

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.2
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	1 0	2 0	3	1 0
Volume Module: >> Count Date: 26 Apr 2005 << 1645-1745												
Base Vol:	235	297	121	125	388	84	118	1449	286	175	1599	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	297	121	125	388	84	118	1449	286	175	1599	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	297	121	125	388	84	118	1449	286	175	1599	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	297	121	125	388	84	118	1449	286	175	1599	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	235	297	121	125	388	84	118	1449	286	175	1599	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.42	0.58	1.00	1.64	0.36	2.00	2.51	0.49	2.00	3.76	0.24
Final Sat.:	1700	2558	1042	1700	2959	641	3200	4510	890	3200	6764	436
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.07	0.13	0.13	0.04	0.32	0.32	0.05	0.24	0.24
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.24	0.24	0.15	0.19	0.19	0.07	0.46	0.46	0.08	0.46	0.46
Volume/Cap:	0.70	0.49	0.49	0.49	0.70	0.70	0.51	0.70	0.70	0.70	0.51	0.51
Delay/Veh:	43.9	33.6	33.6	40.6	41.4	41.4	46.6	22.6	22.6	53.6	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	33.6	33.6	40.6	41.4	41.4	46.6	22.6	22.6	53.6	19.0	19.0
LOS by Move:	D	C	C	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	9	6	6	4	9	9	3	16	16	5	10	10

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:16 Page 125-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 10 May 2005 << 1645-1745												
Base Vol:	8	311	2	85	581	138	83	21	4	0	18	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:	8	311	2	85	581	138	83	21	4	0	18	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	311	2	85	581	138	83	21	4	0	18	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	311	2	85	581	138	83	21	4	0	18	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	311	2	85	581	138	83	21	4	0	18	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1437	363	1800	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.05	0.32	0.08	0.06	0.06	0.00	0.00	0.01	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.00	0.15	0.15
Volume/Cap:	0.01	0.21	0.00	0.06	0.40	0.09	0.40	0.40	0.02	0.00	0.07	0.19
Delay/Veh:	1.7	2.2	1.7	1.8	2.7	1.9	39.7	39.7	36.6	0.0	37.0	37.9
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:	1.7	2.2	1.7	1.8	2.7	1.9	39.7	39.7	36.6	0.0	37.0	37.9
LOS by Move:	A	A	A	A	A	A	D	D	D	A	D	D
HCM2kAvgQ:	0	2	0	1	5	1	3	3	0	0	1	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:16 Page 126-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	1 0	0 0	1
Volume Module: >> Count Date: 10 May 2005 << 1700-1800												
Base Vol:	138	282	4	15	594	18	33	5	125	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	282	4	15	594	18	33	5	125	1	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	282	4	15	594	18	33	5	125	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	282	4	15	594	18	33	5	125	1	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	282	4	15	594	18	33	5	125	1	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1563	237	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.01	0.33	0.01	0.02	0.02	0.07	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.00	0.17
Volume/Cap:	0.10	0.20	0.00	0.01	0.42	0.01	0.13	0.13	0.42	0.00	0.00	0.01
Delay/Veh:	2.4	2.6	2.1	2.2	3.4	2.2	35.6	35.6	38.2	34.7	0.0	34.8
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:	2.4	2.6	2.1	2.2	3.4	2.2	35.6	35.6	38.2	34.7	0.0	34.8
LOS by Move:	A	A	A	A	A	A	D	D	D	C	A	C
HCM2kAvgQ:	1	2	0	0	6	0	1	1	4	0	0	0

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	1 0	1 0	2	0 0
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	19	0	100	0	0	0	0	1501	22	23	1549	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:	19	0	100	0	0	0	0	1501	22	23	1549	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	100	0	0	0	0	1501	22	23	1549	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	100	0	0	0	0	1501	22	23	1549	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
Final Vol.:	19	0	100	0	0	0	0	1501	22	23	1549	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5322	78	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.28	0.28	0.01	0.43	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.79	0.79	0.04	0.83	0.00
Volume/Cap:	0.10	0.00	0.52	0.00	0.00	0.00	0.00	0.36	0.36	0.36	0.52	0.00
Delay/Veh:	40.5	0.0	44.6	0.0	0.0	0.0	0.0	3.0	3.0	50.2	2.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	0.0	44.6	0.0	0.0	0.0	0.0	3.0	3.0	50.2	2.6	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	5	5	1	8	0

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1 0	0	1 0	2 0	2	1 0	1 0	3	0 1
Volume Module: >> Count Date: 29 Mar 2005 << 1645-1745												
Base Vol:	112	41	198	39	29	38	57	1194	113	129	1373	9
Growth Adj:	1.00	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	41	198	39	29	38	57	1194	113	129	1373	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	41	198	39	29	38	57	1194	113	129	1373	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	41	198	39	29	38	57	1194	113	129	1373	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	41	198	39	29	38	57	1194	113	129	1373	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.73	0.27	1.00	1.00	0.43	0.57	2.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	1318	482	1800	1700	779	1021	3200	4933	467	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.02	0.04	0.04	0.02	0.24	0.24	0.08	0.25	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.20	0.20	0.38	0.20	0.20	0.20	0.05	0.56	0.56	0.18	0.69	0.69
Volume/Cap:	0.43	0.43	0.29	0.12	0.19	0.19	0.37	0.43	0.43	0.43	0.37	0.01
Delay/Veh:	35.5	35.5	22.1	33.0	33.6	33.6	47.6	12.6	12.6	37.6	6.4	4.7
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:	35.5	35.5	22.1	33.0	33.6	33.6	47.6	12.6	12.6	37.6	6.4	4.7
LOS by Move:	D	D	C	C	C	C	D	B	B	D	A	A
HCM2kAvgQ:	5	5	4	1	2	2	1	8	8	4	6	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:16 Page 129-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 12 May 2005 << 1630-1730												
Base Vol:	12	145	59	79	164	79	132	650	17	71	938	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	145	59	79	164	79	132	650	17	71	938	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	145	59	79	164	79	132	650	17	71	938	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	145	59	79	164	79	132	650	17	71	938	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	145	59	79	164	79	132	650	17	71	938	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.08	0.92	1.00	0.33	0.67	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	138	1662	1800	585	1215	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.14	0.14	0.04	0.08	0.18	0.01	0.04	0.26	0.05
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.27	0.27	0.10	0.41	0.41	0.13	0.12	0.29	0.01	0.07	0.41	0.07
Delay/Veh:	25.0	25.0	23.4	26.6	26.6	23.7	7.4	8.3	6.8	7.1	9.3	7.1
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:	25.0	25.0	23.4	26.6	26.6	23.7	7.4	8.3	6.8	7.1	9.3	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	6	6	2	2	5	0	1	8	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 130-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 30 Mar 2005 << 1700-1800												
Base Vol:	310	1	279	9	6	3	1	918	154	214	1005	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1	279	9	6	3	1	918	154	214	1005	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1	279	9	6	3	1	918	154	214	1005	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1	279	9	6	3	1	918	154	214	1005	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	310	1	279	9	6	3	1	918	154	214	1005	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.53	0.01	1.46	1.00	0.67	0.33	1.00	2.57	0.43	1.00	2.00	1.00
Final Sat.:	2663	6	2634	1700	1200	600	1700	4624	776	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.11	0.01	0.01	0.01	0.00	0.20	0.20	0.13	0.28	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.30	0.30	0.30	0.01	0.01	0.01	0.00	0.36	0.36	0.23	0.59	0.59
Volume/Cap:	0.38	0.55	0.35	0.55	0.52	0.52	0.48	0.55	0.55	0.55	0.48	0.00
Delay/Veh:	27.7	29.8	27.3	84.5	75.1	75.1	165.1	25.9	25.9	35.8	12.0	8.6
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:	27.7	29.8	27.3	84.5	75.1	75.1	165.1	25.9	25.9	35.8	12.0	8.6
LOS by Move:	C	C	C	F	E	E	F	C	C	D	B	A
HCM2kAvgQ:	5	9	5	1	1	1	0	10	10	7	9	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 131-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 31 Mar 2005 << 1700-1800												
Base Vol:	47	224	327	81	358	81	48	593	44	286	660	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	224	327	81	358	81	48	593	44	286	660	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	224	327	81	358	81	48	593	44	286	660	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	224	327	81	358	81	48	593	44	286	660	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	224	327	81	358	81	48	593	44	286	660	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.18	0.05	0.10	0.05	0.03	0.16	0.02	0.17	0.18	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.26	0.26	0.60	0.26	0.26	0.26	0.09	0.34	0.34	0.35	0.59	0.59
Volume/Cap:	0.11	0.49	0.30	0.19	0.39	0.18	0.31	0.49	0.07	0.49	0.31	0.08
Delay/Veh:	28.6	32.4	9.9	29.3	31.0	29.2	43.6	26.5	22.5	26.4	10.2	8.7
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:	28.6	32.4	9.9	29.3	31.0	29.2	43.6	26.5	22.5	26.4	10.2	8.7
LOS by Move:	C	C	A	C	C	C	D	C	C	C	B	A
HCM2kAvgQ:	1	7	5	2	5	2	2	8	1	8	5	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 132-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 27 Apr 2005 << 1600-1700												
Base Vol:	318	535	165	65	518	73	89	898	198	245	877	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	535	165	65	518	73	89	898	198	245	877	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	535	165	65	518	73	89	898	198	245	877	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	535	165	65	518	73	89	898	198	245	877	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	318	535	165	65	518	73	89	898	198	245	877	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2751	849	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.04	0.14	0.04	0.05	0.25	0.11	0.14	0.24	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.24	0.36	0.36	0.07	0.19	0.19	0.09	0.32	0.32	0.19	0.42	0.42
Volume/Cap:	0.78	0.55	0.55	0.55	0.78	0.22	0.58	0.78	0.34	0.78	0.58	0.10
Delay/Veh:	51.6	31.4	31.4	59.1	52.2	41.8	58.2	40.2	31.4	58.0	27.5	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	31.4	31.4	59.1	52.2	41.8	58.2	40.2	31.4	58.0	27.5	21.3
LOS by Move:	D	C	C	E	D	D	E	D	C	E	C	C
HCM2kAvgQ:	14	11	11	3	11	2	4	17	6	11	13	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 133-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	212	759	19	61	921	81	72	76	342	17	74	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	759	19	61	921	81	72	76	342	17	74	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	759	19	61	921	81	72	76	342	17	74	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	759	19	61	921	81	72	76	342	17	74	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	759	19	61	921	81	72	76	342	17	74	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.49	0.51	1.00	0.19	0.81	1.00
Final Sat.:	1700	3512	88	1700	3600	1800	876	924	1800	336	1464	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.04	0.26	0.05	0.08	0.08	0.19	0.05	0.05	0.03
Crit Moves:					****				****			
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.23	0.39	0.39	0.07	0.46	0.08	0.20	0.20	0.46	0.12	0.12	0.07
Delay/Veh:	11.6	13.0	13.0	10.5	13.7	10.6	19.2	19.2	22.0	18.5	18.5	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	13.0	13.0	10.5	13.7	10.6	19.2	19.2	22.0	18.5	18.5	18.0
LOS by Move:	B	B	B	B	B	B	B	B	C	B	B	B
HCM2kAvgQ:	4	7	7	1	9	1	3	3	8	2	2	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 134-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	44	876	8	67	1109	76	62	75	59	5	48	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	876	8	67	1109	76	62	75	59	5	48	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	876	8	67	1109	76	62	75	59	5	48	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	876	8	67	1109	76	62	75	59	5	48	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	876	8	67	1109	76	62	75	59	5	48	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	1.00	1.00	1.00	0.09	0.91	1.00
Final Sat.:	1700	3567	33	1700	3369	231	1700	1800	1800	170	1630	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.04	0.33	0.33	0.04	0.04	0.03	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.03	0.29	0.29	0.05	0.39	0.39	0.34	0.39	0.30	0.27	0.27	0.23
Delay/Veh:	1.1	1.5	1.5	1.2	1.7	1.7	42.4	42.8	42.0	41.8	41.8	41.4
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:	1.1	1.5	1.5	1.2	1.7	1.7	42.4	42.8	42.0	41.8	41.8	41.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	4	4	2	3	2	2	2	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 135-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 11 May 2005 << 1645-1745												
Base Vol:	10	863	125	60	1105	20	10	26	10	122	25	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	863	125	60	1105	20	10	26	10	122	25	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	863	125	60	1105	20	10	26	10	122	25	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	863	125	60	1105	20	10	26	10	122	25	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	863	125	60	1105	20	10	26	10	122	25	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	0.28	0.72	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3536	64	500	1300	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.07	0.04	0.31	0.31	0.02	0.02	0.01	0.07	0.01	0.02
Crit Moves:					****					****		
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.01	0.31	0.09	0.05	0.40	0.40	0.11	0.11	0.03	0.40	0.08	0.11
Delay/Veh:	2.4	3.2	2.6	2.5	3.6	3.6	34.5	34.5	33.9	37.1	34.3	34.5
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:	2.4	3.2	2.6	2.5	3.6	3.6	34.5	34.5	33.9	37.1	34.3	34.5
LOS by Move:	A	A	A	A	A	A	C	C	C	D	C	C
HCM2kAvgQ:	0	4	1	0	6	6	1	1	0	4	1	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 136-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	336	0	37	0	0	0	0	1538	307	31	1523	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:	336	0	37	0	0	0	0	1538	307	31	1523	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	0	37	0	0	0	0	1538	307	31	1523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	37	0	0	0	0	1538	307	31	1523	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
Final Vol.:	336	0	37	0	0	0	0	1538	307	31	1523	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.02	0.00	0.00	0.00	0.00	0.43	0.17	0.02	0.42	0.00
Crit Moves:	****							****				
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.66	0.66	0.66	0.66	0.00
Volume/Cap:	0.65	0.00	0.07	0.00	0.00	0.00	0.00	0.65	0.26	0.03	0.64	0.00
Delay/Veh:	33.2	0.0	24.8	0.0	0.0	0.0	0.0	11.0	7.2	6.0	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	0.0	24.8	0.0	0.0	0.0	0.0	11.0	7.2	6.0	10.9	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	11	0	1	0	0	0	0	15	4	0	15	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:17 Page 137-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.0
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	326	892	298	430	841	116	301	893	312	194	856	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	892	298	430	841	116	301	893	312	194	856	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	892	298	430	841	116	301	893	312	194	856	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	892	298	430	841	116	301	893	312	194	856	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	326	892	298	430	841	116	301	893	312	194	856	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.17	0.25	0.23	0.06	0.18	0.25	0.17	0.11	0.24	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.25	0.25	0.26	0.28	0.28	0.18	0.29	0.29	0.13	0.24	0.24
Volume/Cap:	0.83	0.98	0.66	0.98	0.83	0.23	0.98	0.86	0.60	0.86	0.98	0.37
Delay/Veh:	58.2	69.7	43.6	82.1	46.6	33.5	95.0	47.4	38.5	76.9	70.9	38.4
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:	58.2	69.7	43.6	82.1	46.6	33.5	95.0	47.4	38.5	76.9	70.9	38.4
LOS by Move:	E	E	D	F	D	C	F	D	D	E	E	D
HCM2kAvgQ:	15	23	11	23	18	3	17	19	11	10	22	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:18 Page 138-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 54 Level Of Service: D

Approach:	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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 6 Apr 2005 << 1645-1745												
Base Vol:	52	886	330	181	1069	38	125	1099	103	287	1004	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	886	330	181	1069	38	125	1099	103	287	1004	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	886	330	181	1069	38	125	1099	103	287	1004	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	886	330	181	1069	38	125	1099	103	287	1004	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	886	330	181	1069	38	125	1099	103	287	1004	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.74	0.26	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	4937	463	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.18	0.11	0.30	0.02	0.07	0.22	0.22	0.09	0.28	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.27	0.41	0.18	0.41	0.41	0.10	0.34	0.34	0.14	0.38	0.38
Volume/Cap:	0.73	0.60	0.45	0.60	0.73	0.05	0.73	0.65	0.65	0.65	0.73	0.34
Delay/Veh:	88.1	38.7	25.9	48.9	31.8	21.5	66.9	33.9	33.9	52.1	33.7	26.6
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:	88.1	38.7	25.9	48.9	31.8	21.5	66.9	33.9	33.9	52.1	33.7	26.6
LOS by Move:	F	D	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	10	9	8	18	1	7	14	14	7	18	6

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:18 Page 139-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.2
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1700-1800												
Base Vol:	88	1339	230	73	1210	103	153	400	122	275	576	55
Growth Adj:	1.00	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	1339	230	73	1210	103	153	400	122	275	576	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1339	230	73	1210	103	153	400	122	275	576	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1339	230	73	1210	103	153	400	122	275	576	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	1339	230	73	1210	103	153	400	122	275	576	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2759	841	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.13	0.04	0.34	0.06	0.09	0.15	0.15	0.16	0.16	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.47	0.47	0.05	0.46	0.46	0.14	0.18	0.18	0.21	0.25	0.25
Volume/Cap:	0.73	0.78	0.27	0.78	0.73	0.12	0.64	0.78	0.78	0.78	0.64	0.12
Delay/Veh:	66.2	24.5	16.0	80.9	23.8	15.6	46.3	45.0	45.0	48.6	35.0	29.1
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:	66.2	24.5	16.0	80.9	23.8	15.6	46.3	45.0	45.0	48.6	35.0	29.1
LOS by Move:	E	C	B	F	C	B	D	D	D	D	D	C
HCM2kAvgQ:	5	20	4	4	17	2	6	10	10	11	9	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:18 Page 140-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.2
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 1645-1745												
Base Vol:	56	1077	578	80	1201	160	264	899	73	520	1023	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1077	578	80	1201	160	264	899	73	520	1023	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1077	578	80	1201	160	264	899	73	520	1023	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1077	578	80	1201	160	264	899	73	520	1023	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	1077	578	80	1201	160	264	899	73	520	1023	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.77	0.23	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	4994	406	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.32	0.05	0.22	0.09	0.16	0.18	0.18	0.16	0.28	0.04
Crit Moves:			****	****			****				****	
Green/Cycle:	0.05	0.37	0.37	0.05	0.37	0.37	0.18	0.27	0.27	0.24	0.33	0.33
Volume/Cap:	0.60	0.54	0.87	0.87	0.60	0.24	0.87	0.67	0.67	0.67	0.87	0.13
Delay/Veh:	65.8	29.9	46.4	108.9	31.1	26.3	69.7	40.6	40.6	43.7	44.7	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:	65.8	29.9	46.4	108.9	31.1	26.3	69.7	40.6	40.6	43.7	44.7	28.4
LOS by Move:	E	C	D	F	C	C	E	D	D	D	D	C
HCM2kAvgQ:	3	11	23	6	13	4	13	12	12	11	21	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:18 Page 141-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	265	1451	9	152	1525	588	449	216	52	15	646	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1451	9	152	1525	588	449	216	52	15	646	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1451	9	152	1525	588	449	216	52	15	646	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1451	9	152	1525	588	449	216	52	15	646	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	265	1451	9	152	1525	588	449	216	52	15	646	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.01	0.05	0.28	0.33	0.14	0.06	0.03	0.00	0.18	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.11	0.45	0.45	0.08	0.42	0.42	0.18	0.38	0.38	0.03	0.23	0.23
Volume/Cap:	0.78	0.60	0.01	0.60	0.68	0.78	0.78	0.16	0.08	0.16	0.78	0.30
Delay/Veh:	63.4	25.7	18.6	57.6	29.1	35.5	53.8	24.6	23.8	57.5	48.2	38.7
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:	63.4	25.7	18.6	57.6	29.1	35.5	53.8	24.6	23.8	57.5	48.2	38.7
LOS by Move:	E	C	B	E	C	D	D	C	C	E	D	D
HCM2kAvgQ:	8	14	0	4	16	21	11	3	1	0	14	4

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:18 Page 142-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1630-1730												
Base Vol:	42	429	86	218	460	47	108	752	9	169	756	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	429	86	218	460	47	108	752	9	169	756	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	429	86	218	460	47	108	752	9	169	756	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	429	86	218	460	47	108	752	9	169	756	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	429	86	218	460	47	108	752	9	169	756	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3266	334	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.05	0.13	0.14	0.14	0.06	0.21	0.01	0.10	0.21	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.20	0.20	0.21	0.35	0.35	0.12	0.35	0.35	0.16	0.39	0.39
Volume/Cap:	0.40	0.60	0.24	0.60	0.40	0.40	0.54	0.60	0.01	0.60	0.54	0.29
Delay/Veh:	47.8	38.1	34.2	38.5	24.9	24.9	44.3	27.9	21.5	42.5	23.8	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	38.1	34.2	38.5	24.9	24.9	44.3	27.9	21.5	42.5	23.8	21.1
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	7	2	8	6	6	4	11	0	6	10	4

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:18 Page 143-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #142 Prospect-Vista Del Parque/PCH

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 27 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 11 May 2005 << 1645-1745												
Base Vol:	4	22	13	262	15	81	99	1042	15	19	1070	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:	4	22	13	262	15	81	99	1042	15	19	1070	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	22	13	262	15	81	99	1042	15	19	1070	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	22	13	262	15	81	99	1042	15	19	1070	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	4	22	13	262	15	81	99	1042	15	19	1070	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.10	0.57	0.33	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	185	1015	600	1703	97	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.05	0.06	0.29	0.01	0.01	0.30	0.11
Crit Moves:	****				****						****	
Green/Cycle:	0.04	0.04	0.04	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.50	0.50	0.50	0.50	0.50	0.15	0.10	0.49	0.01	0.02	0.50	0.19
Delay/Veh:	52.0	52.0	52.0	29.2	29.2	25.3	8.9	12.0	8.4	8.5	12.1	9.5
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:	52.0	52.0	52.0	29.2	29.2	25.3	8.9	12.0	8.4	8.5	12.1	9.5
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	2	2	2	8	8	2	1	10	0	0	10	3

****

Note: Queue reported is the number of cars per lane.

****

EX-PM Tue Nov 14, 2006 19:05:18 Page 144-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 19 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 11 May 2005 << 1615-1715												
Base Vol:	152	142	178	161	173	7	60	1345	201	191	1451	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	142	178	161	173	7	60	1345	201	191	1451	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	142	178	161	173	7	60	1345	201	191	1451	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	142	178	161	173	7	60	1345	201	191	1451	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	142	178	161	173	7	60	1345	201	191	1451	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.61	0.39	1.00	2.96	0.04
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4698	702	1700	5327	73
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.10	0.09	0.10	0.00	0.04	0.29	0.29	0.11	0.27	0.27
Crit Moves:			****					****				
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.71	0.71	0.71	0.71	0.71	0.71
Volume/Cap:	0.36	0.32	0.40	0.38	0.39	0.02	0.05	0.40	0.40	0.16	0.38	0.38
Delay/Veh:	31.7	31.2	32.1	31.9	32.0	28.5	4.3	5.8	5.8	4.7	5.7	5.7
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:	31.7	31.2	32.1	31.9	32.0	28.5	4.3	5.8	5.8	4.7	5.7	5.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	5	5	5	0	1	7	7	2	6	6

****

Note: Queue reported is the number of cars per lane.

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EX-PM Tue Nov 14, 2006 19:05:18 Page 145-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 20 Apr 2005 << 1600-1700												
Base Vol:	56	29	77	37	41	9	11	1517	94	86	1317	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	29	77	37	41	9	11	1517	94	86	1317	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	29	77	37	41	9	11	1517	94	86	1317	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	29	77	37	41	9	11	1517	94	86	1317	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
Final Vol.:	56	29	77	37	41	9	11	1517	94	86	1317	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.47	0.53	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1700	1800	1800	854	946	1800	1700	3600	1800	1700	3528	72
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.04	0.04	0.01	0.01	0.42	0.05	0.05	0.37	0.37
Crit Moves:					****			****				
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.09	0.87	0.87	0.87	0.87	0.87	0.87
Volume/Cap:	0.37	0.18	0.48	0.48	0.48	0.06	0.01	0.48	0.06	0.06	0.43	0.43
Delay/Veh:	44.4	42.7	45.5	45.6	45.6	41.8	0.8	1.6	0.9	0.9	1.4	1.4
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:	44.4	42.7	45.5	45.6	45.6	41.8	0.8	1.6	0.9	0.9	1.4	1.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	1	3	3	3	0	0	6	0	0	5	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:19 Page 146-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730												
Base Vol:	168	553	64	306	580	136	147	857	91	81	812	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	553	64	306	580	136	147	857	91	81	812	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	553	64	306	580	136	147	857	91	81	812	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	553	64	306	580	136	147	857	91	81	812	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	553	64	306	580	136	147	857	91	81	812	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3227	373	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.18	0.16	0.08	0.09	0.24	0.05	0.05	0.23	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.24	0.24	0.25	0.30	0.30	0.12	0.36	0.36	0.07	0.31	0.31
Volume/Cap:	0.53	0.72	0.72	0.72	0.53	0.25	0.72	0.66	0.14	0.66	0.72	0.49
Delay/Veh:	38.6	38.1	38.1	40.3	29.6	26.6	54.3	28.1	21.6	57.8	32.8	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:	38.6	38.1	38.1	40.3	29.6	26.6	54.3	28.1	21.6	57.8	32.8	28.6
LOS by Move:	D	D	D	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	6	11	11	11	8	3	6	12	2	4	13	8

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:19 Page 147-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745												
Base Vol:	47	636	66	63	471	24	19	130	49	77	153	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:	47	636	66	63	471	24	19	130	49	77	153	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	636	66	63	471	24	19	130	49	77	153	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	636	66	63	471	24	19	130	49	77	153	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	636	66	63	471	24	19	130	49	77	153	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.14	1.86	1.00	0.24	1.76	1.00	0.13	0.87	1.00	0.33	0.67	1.00
Final Sat.:	248	3352	1800	425	3175	1800	230	1570	1800	603	1197	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.04	0.15	0.15	0.01	0.08	0.08	0.03	0.13	0.13	0.05
Crit Moves:		****									****	
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.33	0.33	0.06	0.26	0.26	0.02	0.21	0.21	0.07	0.33	0.33	0.12
Delay/Veh:	11.3	11.3	9.5	10.7	10.7	9.2	20.7	20.7	19.4	21.9	21.9	19.8
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:	11.3	11.3	9.5	10.7	10.7	9.2	20.7	20.7	19.4	21.9	21.9	19.8
LOS by Move:	B	B	A	B	B	A	C	C	B	C	C	B
HCM2kAvgQ:	6	6	1	4	4	0	3	3	1	5	5	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:19 Page 148-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	89	568	187	134	411	53	66	1286	76	211	1050	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	568	187	134	411	53	66	1286	76	211	1050	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	568	187	134	411	53	66	1286	76	211	1050	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	568	187	134	411	53	66	1286	76	211	1050	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	568	187	134	411	53	66	1286	76	211	1050	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.83	0.17	1.00	2.69	0.31
Final Sat.:	1700	3600	1800	1700	3189	411	1700	5099	301	1700	4842	558
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.10	0.08	0.13	0.13	0.04	0.25	0.25	0.12	0.22	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.24	0.24	0.12	0.25	0.25	0.09	0.38	0.38	0.19	0.48	0.48
Volume/Cap:	0.51	0.67	0.44	0.67	0.51	0.51	0.45	0.67	0.67	0.67	0.45	0.45
Delay/Veh:	45.0	36.6	33.2	50.4	32.6	32.6	45.7	26.7	26.7	43.1	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	36.6	33.2	50.4	32.6	32.6	45.7	26.7	26.7	43.1	17.5	17.5
LOS by Move:	D	D	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	4	9	5	6	7	7	3	13	13	8	8	8

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	170	587	114	96	423	84	91	348	92	139	501	170
Growth Adj:	1.00	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	587	114	96	423	84	91	348	92	139	501	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	587	114	96	423	84	91	348	92	139	501	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	587	114	96	423	84	91	348	92	139	501	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	587	114	96	423	84	91	348	92	139	501	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	1.67	0.33	1.00	1.58	0.42	1.00	1.49	0.51
Final Sat.:	1700	3015	585	1700	3004	596	1700	2847	753	1700	2688	912
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.19	0.06	0.14	0.14	0.05	0.12	0.12	0.08	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.20	0.40	0.40	0.12	0.29	0.29	0.11	0.26	0.26	0.17	0.40	0.40
Delay/Veh:	14.5	16.3	16.3	13.8	15.2	15.2	14.9	16.1	16.1	15.4	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	16.3	16.3	13.8	15.2	15.2	14.9	16.1	16.1	15.4	17.4	17.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	7	7	2	5	5	2	4	4	3	7	7

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 1645-1745												
Base Vol:	107	558	195	83	378	117	223	1552	91	109	1007	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	558	195	83	378	117	223	1552	91	109	1007	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	558	195	83	378	117	223	1552	91	109	1007	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	558	195	83	378	117	223	1552	91	109	1007	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	558	195	83	378	117	223	1552	91	109	1007	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.53	0.47	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2749	851	1700	5400	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.11	0.05	0.14	0.14	0.13	0.29	0.05	0.06	0.28	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.23	0.23	0.07	0.24	0.24	0.19	0.49	0.49	0.11	0.41	0.41
Volume/Cap:	0.57	0.68	0.48	0.68	0.57	0.57	0.68	0.58	0.10	0.58	0.68	0.15
Delay/Veh:	50.1	37.8	34.4	60.1	34.4	34.4	43.4	18.5	13.6	47.0	25.5	18.6
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:	50.1	37.8	34.4	60.1	34.4	34.4	43.4	18.5	13.6	47.0	25.5	18.6
LOS by Move:	D	D	C	E	C	C	D	B	B	D	C	B
HCM2kAvgQ:	3	9	6	4	8	8	8	12	2	4	14	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:19 Page 151-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 12 Apr 2005 << 1645-1745												
Base Vol:	0	963	28	10	645	0	0	0	0	117	0	50
Growth Adj:	1.00	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	963	28	10	645	0	0	0	0	117	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	963	28	10	645	0	0	0	0	117	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	963	28	10	645	0	0	0	0	117	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	963	28	10	645	0	0	0	0	117	0	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.02	0.01	0.18	0.00	0.00	0.00	0.00	0.07	0.00	0.03
Crit Moves:		****								****		
Green/Cycle:	0.00	0.75	0.75	0.75	0.75	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.36	0.02	0.01	0.24	0.00	0.00	0.00	0.00	0.36	0.00	0.14
Delay/Veh:	0.0	4.4	3.2	3.2	3.9	0.0	0.0	0.0	0.0	35.7	0.0	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:	0.0	4.4	3.2	3.2	3.9	0.0	0.0	0.0	0.0	35.7	0.0	33.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	5	0	0	3	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:19 Page 152-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 1645-1745												
Base Vol:	60	785	34	61	533	131	249	48	144	26	26	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	785	34	61	533	131	249	48	144	26	26	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	785	34	61	533	131	249	48	144	26	26	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	785	34	61	533	131	249	48	144	26	26	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	785	34	61	533	131	249	48	144	26	26	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2890	710	3200	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.02	0.04	0.18	0.18	0.08	0.03	0.08	0.02	0.01	0.02
Crit Moves:		****					****					****
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.23	0.24	0.24	0.05	0.05	0.05
Volume/Cap:	0.06	0.34	0.03	0.06	0.29	0.29	0.34	0.11	0.34	0.34	0.14	0.34
Delay/Veh:	6.8	8.4	6.6	6.8	8.0	8.0	32.6	30.2	32.3	49.0	45.6	47.9
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:	6.8	8.4	6.6	6.8	8.0	8.0	32.6	30.2	32.3	49.0	45.6	47.9
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	6	0	1	5	5	4	1	4	1	1	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:19 Page 153-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745												
Base Vol:	31	451	8	18	542	53	79	26	92	63	41	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	451	8	18	542	53	79	26	92	63	41	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	451	8	18	542	53	79	26	92	63	41	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	451	8	18	542	53	79	26	92	63	41	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	451	8	18	542	53	79	26	92	63	41	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.75	0.25	1.00	0.61	0.39	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1354	446	1800	1090	710	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.01	0.15	0.03	0.06	0.06	0.05	0.06	0.06	0.12
Crit Moves:					****							****
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.03	0.24	0.01	0.02	0.28	0.06	0.14	0.14	0.12	0.13	0.13	0.28
Delay/Veh:	11.3	12.7	11.1	11.2	13.1	11.4	17.3	17.3	17.2	17.3	17.3	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	12.7	11.1	11.2	13.1	11.4	17.3	17.3	17.2	17.3	17.3	18.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	0	4	0	0	5	1	2	2	2	2	2	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:19 Page 154-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 24 Mar 2005 << 1615-1715												
Base Vol:	51	0	120	0	0	0	0	531	53	109	695	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:	51	0	120	0	0	0	0	531	53	109	695	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	0	120	0	0	0	0	531	53	109	695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	0	120	0	0	0	0	531	53	109	695	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
Final Vol.:	51	0	120	0	0	0	0	531	53	109	695	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.07	0.00	0.00	0.00	0.00	0.15	0.03	0.06	0.19	0.00
Crit Moves:			****								****	
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.71	0.00
Volume/Cap:	0.12	0.00	0.27	0.00	0.00	0.00	0.00	0.21	0.04	0.09	0.27	0.00
Delay/Veh:	29.4	0.0	30.8	0.0	0.0	0.0	0.0	4.9	4.2	4.4	5.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	0.0	30.8	0.0	0.0	0.0	0.0	4.9	4.2	4.4	5.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	3	1	1	4	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:20 Page 155-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: >> Count Date: 30 Mar 2005 << 1700-1800												
Base Vol:	0	0	0	81	0	69	63	968	0	0	1199	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	81	0	69	63	968	0	0	1199	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	69	63	968	0	0	1199	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	69	63	968	0	0	1199	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	81	0	69	63	968	0	0	1199	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.04	0.27	0.00	0.00	0.33	0.05
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.84	0.84	0.00	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.32	0.04	0.32	0.00	0.00	0.40	0.06
Delay/Veh:	0.0	0.0	0.0	41.9	0.0	41.1	1.3	1.8	0.0	0.0	2.0	1.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.9	0.0	41.1	1.3	1.8	0.0	0.0	2.0	1.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	0	4	0	0	5	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:20 Page 156-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 30 Mar 2005 << 1600-1700												
Base Vol:	109	8	99	178	9	31	62	1338	98	94	1231	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	8	99	178	9	31	62	1338	98	94	1231	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	8	99	178	9	31	62	1338	98	94	1231	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	8	99	178	9	31	62	1338	98	94	1231	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	8	99	178	9	31	62	1338	98	94	1231	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.10	0.01	0.02	0.04	0.25	0.05	0.03	0.23	0.02
Crit Moves:				****				****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.09	0.61	0.61	0.07	0.59	0.59
Volume/Cap:	0.25	0.02	0.21	0.41	0.02	0.07	0.39	0.41	0.09	0.41	0.39	0.03
Delay/Veh:	29.7	27.7	29.4	31.4	27.7	28.1	44.1	10.2	8.1	45.5	11.1	8.6
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:	29.7	27.7	29.4	31.4	27.7	28.1	44.1	10.2	8.1	45.5	11.1	8.6
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	A
HCM2kAvgQ:	3	0	3	5	0	1	2	7	1	2	7	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:20 Page 157-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.9
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	126	863	295	289	730	105	160	1411	106	222	1203	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	863	295	289	730	105	160	1411	106	222	1203	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	863	295	289	730	105	160	1411	106	222	1203	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	863	295	289	730	105	160	1411	106	222	1203	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	863	295	289	730	105	160	1411	106	222	1203	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.27	0.73
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5400	1800	1700	4088	1312
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.16	0.09	0.20	0.06	0.09	0.26	0.06	0.13	0.29	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.31	0.31	0.12	0.31	0.31	0.12	0.34	0.34	0.17	0.38	0.38
Volume/Cap:	0.65	0.77	0.53	0.77	0.65	0.19	0.77	0.77	0.17	0.77	0.77	0.77
Delay/Veh:	58.3	41.0	35.1	61.1	36.9	30.3	66.6	37.7	28.1	60.0	34.0	34.0
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:	58.3	41.0	35.1	61.1	36.9	30.3	66.6	37.7	28.1	60.0	34.0	34.0
LOS by Move:	E	D	D	E	D	C	E	D	C	E	C	C
HCM2kAvgQ:	6	17	10	8	13	3	8	18	3	11	19	19

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:20 Page 158-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745												
Base Vol:	166	1153	228	80	784	89	104	442	78	77	509	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1153	228	80	784	89	104	442	78	77	509	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1153	228	80	784	89	104	442	78	77	509	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1153	228	80	784	89	104	442	78	77	509	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
Final Vol.:	166	1153	228	80	784	89	104	442	78	77	509	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3060	540	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.13	0.05	0.22	0.05	0.06	0.14	0.14	0.05	0.14	0.04
Crit Moves:		****						****				
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.15	0.48	0.19	0.07	0.33	0.07	0.21	0.48	0.48	0.15	0.47	0.14
Delay/Veh:	6.4	8.6	6.6	6.0	7.4	6.0	26.4	29.1	29.1	25.9	29.0	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:	6.4	8.6	6.6	6.0	7.4	6.0	26.4	29.1	29.1	25.9	29.0	25.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	9	3	1	5	1	3	7	7	2	7	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:20 Page 159-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
Optimal Cycle: 49 Level Of Service: D

Approach:	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			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 5 Apr 2005 << 1645-1745												
Base Vol:	285	1490	283	107	1009	347	446	1136	454	211	707	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	1490	283	107	1009	347	446	1136	454	211	707	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1490	283	107	1009	347	446	1136	454	211	707	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1490	283	107	1009	347	446	1136	454	211	707	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	285	1490	283	107	1009	347	446	1136	454	211	707	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.23	0.77	2.00	3.00	1.00	2.00	2.32	0.68
Final Sat.:	3200	5400	1800	3200	4018	1382	3200	5400	1800	3200	4168	1232
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.16	0.03	0.25	0.25	0.14	0.21	0.25	0.07	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.44	0.54	0.05	0.36	0.36	0.20	0.34	0.47	0.11	0.24	0.24
Volume/Cap:	0.70	0.63	0.29	0.63	0.70	0.70	0.70	0.62	0.54	0.62	0.70	0.70
Delay/Veh:	55.2	26.9	15.1	63.3	33.8	33.8	47.9	33.9	23.6	54.9	43.0	43.0
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:	55.2	26.9	15.1	63.3	33.8	33.8	47.9	33.9	23.6	54.9	43.0	43.0
LOS by Move:	E	C	B	E	C	C	D	C	C	D	D	D
HCM2kAvgQ:	7	15	6	3	16	16	10	13	13	5	12	12

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:20 Page 160-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	11	1598	13	58	1712	49	323	12	56	42	0	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1598	13	58	1712	49	323	12	56	42	0	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1598	13	58	1712	49	323	12	56	42	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1598	13	58	1712	49	323	12	56	42	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	1598	13	58	1712	49	323	12	56	42	0	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1736	64	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.01	0.03	0.32	0.03	0.19	0.19	0.03	0.02	0.00	0.02
Crit Moves:	****				****			****				
Green/Cycle:	0.01	0.54	0.54	0.06	0.58	0.58	0.34	0.34	0.34	0.34	0.00	0.34
Volume/Cap:	0.54	0.55	0.01	0.55	0.54	0.05	0.54	0.54	0.09	0.07	0.00	0.07
Delay/Veh:	75.9	15.6	10.9	51.9	12.8	8.9	27.5	27.5	22.3	22.2	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	15.6	10.9	51.9	12.8	8.9	27.5	27.5	22.3	22.2	0.0	22.1
LOS by Move:	E	B	B	D	B	A	C	C	C	C	A	C
HCM2kAvgQ:	1	12	0	3	11	1	9	9	1	1	0	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:20 Page 161-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	70	1071	43	77	1511	298	417	45	95	26	17	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1071	43	77	1511	298	417	45	95	26	17	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1071	43	77	1511	298	417	45	95	26	17	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1071	43	77	1511	298	417	45	95	26	17	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	1071	43	77	1511	298	417	45	95	26	17	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.81	0.19	1.00	0.33	0.22	0.45
Final Sat.:	1700	3600	1800	1700	4510	890	3159	341	1800	600	392	808
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.02	0.05	0.34	0.34	0.13	0.13	0.05	0.04	0.04	0.04
Crit Moves:					****		****			****		
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.24	0.24	0.24	0.08	0.08	0.08
Volume/Cap:	0.07	0.48	0.04	0.07	0.54	0.54	0.54	0.54	0.22	0.54	0.54	0.54
Delay/Veh:	7.7	10.6	7.5	7.7	11.2	11.2	33.7	33.7	30.5	48.5	48.5	48.5
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:	7.7	10.6	7.5	7.7	11.2	11.2	33.7	33.7	30.5	48.5	48.5	48.5
LOS by Move:	A	B	A	A	B	B	C	C	C	D	D	D
HCM2kAvgQ:	1	9	1	1	11	11	7	7	3	3	3	3

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 162-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 24 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1700-1800												
Base Vol:	111	1070	151	146	1403	103	91	602	49	152	919	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1070	151	146	1403	103	91	602	49	152	919	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1070	151	146	1403	103	91	602	49	152	919	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1070	151	146	1403	103	91	602	49	152	919	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	1070	151	146	1403	103	91	602	49	152	919	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.08	0.09	0.26	0.06	0.05	0.11	0.03	0.09	0.17	0.09
Crit Moves:		****					****				****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.65	0.10	0.23	0.23	0.18	0.32	0.32
Volume/Cap:	0.12	0.54	0.15	0.16	0.47	0.09	0.54	0.48	0.12	0.48	0.54	0.30
Delay/Veh:	13.0	17.5	13.2	13.3	16.4	7.8	54.9	40.3	36.7	45.0	34.2	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:	13.0	17.5	13.2	13.3	16.4	7.8	54.9	40.3	36.7	45.0	34.2	31.3
LOS by Move:	B	B	B	B	B	A	D	D	D	D	C	C
HCM2kAvgQ:	2	13	3	3	11	1	4	7	1	6	10	5

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 163-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 12 Apr 2005 << 1700-1800												
Base Vol:	47	1178	43	80	1219	40	44	29	58	214	28	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1178	43	80	1219	40	44	29	58	214	28	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1178	43	80	1219	40	44	29	58	214	28	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1178	43	80	1219	40	44	29	58	214	28	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	1178	43	80	1219	40	44	29	58	214	28	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.90	0.10	0.60	0.40	1.00	0.68	0.09	0.23
Final Sat.:	1700	3600	1800	1700	5228	172	1085	715	1800	1223	160	417
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.02	0.05	0.23	0.23	0.04	0.04	0.03	0.18	0.18	0.18
Crit Moves:		****									****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.52	0.04	0.08	0.37	0.37	0.12	0.12	0.10	0.52	0.52	0.52
Delay/Veh:	7.2	10.6	7.2	7.4	9.2	9.2	23.2	23.2	23.0	27.7	27.7	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:	7.2	10.6	7.2	7.4	9.2	9.2	23.2	23.2	23.0	27.7	27.7	27.7
LOS by Move:	A	B	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	11	1	1	7	7	2	2	1	9	9	9

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 164-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 Apr 2005 << 1700-1800												
Base Vol:	106	841	157	137	1484	185	135	717	117	139	679	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	841	157	137	1484	185	135	717	117	139	679	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	841	157	137	1484	185	135	717	117	139	679	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	841	157	137	1484	185	135	717	117	139	679	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	841	157	137	1484	185	135	717	117	139	679	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.09	0.08	0.41	0.10	0.08	0.20	0.07	0.08	0.19	0.04
Crit Moves:					****			****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.10	0.36	0.13	0.12	0.63	0.16	0.25	0.63	0.21	0.26	0.60	0.12
Delay/Veh:	7.8	9.6	8.0	8.0	12.9	8.2	30.8	36.3	30.3	30.9	35.6	29.3
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:	7.8	9.6	8.0	8.0	12.9	8.2	30.8	36.3	30.3	30.9	35.6	29.3
LOS by Move:	A	A	A	A	B	A	C	D	C	C	D	C
HCM2kAvgQ:	2	7	2	2	17	3	4	12	3	4	12	2

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 165-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.074
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 59.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1700-1800												
Base Vol:	53	1044	57	93	1627	95	106	886	51	52	932	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1044	57	93	1627	95	106	886	51	52	932	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1044	57	93	1627	95	106	886	51	52	932	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1044	57	93	1627	95	106	886	51	52	932	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1044	57	93	1627	95	106	886	51	52	932	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.85	0.05	0.05	0.91	0.04
Final Sat.:	1700	3600	1800	1700	3600	1800	183	1529	88	91	1635	74
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.03	0.05	0.45	0.05	0.58	0.58	0.58	0.57	0.57	0.57
Crit Moves:					****			****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.07	0.69	0.08	0.13	1.07	0.13	1.07	1.07	1.07	1.06	1.06	1.06
Delay/Veh:	17.4	25.0	17.4	17.8	74.9	17.8	74.1	74.1	74.1	68.2	68.2	68.2
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:	17.4	25.0	17.4	17.8	74.9	17.8	74.1	74.1	74.1	68.2	68.2	68.2
LOS by Move:	B	C	B	B	E	B	E	E	E	E	E	E
HCM2kAvgQ:	1	15	1	2	39	2	48	48	48	46	46	46

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 166-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	146	1123	119	159	1550	32	63	819	200	178	524	45
Growth Adj:	1.00	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	1123	119	159	1550	32	63	819	200	178	524	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1123	119	159	1550	32	63	819	200	178	524	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1123	119	159	1550	32	63	819	200	178	524	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	1123	119	159	1550	32	63	819	200	178	524	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.07	0.09	0.43	0.02	0.04	0.23	0.11	0.10	0.15	0.03
Crit Moves:					****			****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.14	0.50	0.11	0.15	0.69	0.03	0.11	0.69	0.33	0.32	0.44	0.08
Delay/Veh:	7.6	10.2	7.4	7.7	13.0	7.1	23.3	30.6	25.4	25.3	26.4	22.9
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:	7.6	10.2	7.4	7.7	13.0	7.1	23.3	30.6	25.4	25.3	26.4	22.9
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	2	10	2	2	17	0	1	12	5	5	7	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 167-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #166 Western Ave/Plaza Del Amo

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: E[37.9]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	1		1	0	2	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745																								
Base Vol:	6	1441		19			33	1950		1			0		0		0		5		0		62	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	6	1441		19			33	1950		1			0		0		0		5		0		62	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	6	1441		19			33	1950		1			0		0		0		5		0		62	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	6	1441		19			33	1950		1			0		0		0		5		0		62	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx		xxxx		xxxxx		6.8	xxxx			6.9	
FollowUpTim:	2.2	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx		xxxx		xxxxx		3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	1951	xxxx		xxxxx			1460	xxxx		xxxxx			xxxx		xxxx		xxxxx		2494	xxxx			721	
Potent Cap.:	304	xxxx		xxxxx			469	xxxx		xxxxx			xxxx		xxxx		xxxxx		25	xxxx			375	
Move Cap.:	304	xxxx		xxxxx			469	xxxx		xxxxx			xxxx		xxxx		xxxxx		23	xxxx			375	
Volume/Cap:	0.02	xxxx		xxxx			0.07	xxxx		xxxx			xxxx		xxxx		xxxx		0.22	xxxx			0.17	
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx		xxxxx			0.2	xxxx		xxxxx			xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	17.1	xxxx		xxxxx			13.3	xxxx		xxxxx			xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	C	*		*			B	*		*			*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx		0		xxxxx		xxxx		175		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		1.7		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx		37.9		xxxxx	
Shared LOS:	*	*		*			*	*		*			*	*		*			*		E		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						37.9					
ApproachLOS:	*						*						*						E					

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 168-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 62.3
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	2	1	0		1	0	2	1	0	
Volume Module: >> Count Date: 12 Apr 2005 << 1645-1745																								
Base Vol:	190	995		475			227	1414		225			288	1451		139			371	1257		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:	190	995		475			227	1414		225			288	1451		139			371	1257		210		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	190	995		475			227	1414		225			288	1451		139			371	1257		210		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	190	995		475			227	1414		225			288	1451		139			371	1257		210		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	190	995		475			227	1414		225			288	1451		139			371	1257		210		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	2.03		0.97			1.00	2.59		0.41			1.00	2.74		0.26			1.00	2.57		0.43		
Final Sat.:	1700	3655		1745			1700	4659		741			1700	4928		472			1700	4627		773		
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.27		0.27			0.13	0.30		0.30			0.17	0.29		0.29			0.22	0.27		0.27		
Crit Moves:	****							****						****					****					
Green/Cycle:	0.11	0.28		0.28			0.14	0.31		0.31			0.20	0.30		0.30			0.22	0.32		0.32		
Volume/Cap:	0.99	0.97		0.97			0.97	0.99		0.99			0.86	0.99		0.99			0.99	0.86		0.86		
Delay/Veh:	116.6	59.5		59.5			102.1	62.3		62.3			65.3	63.2		63.2			91.7	42.8		42.8		
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:	116.6	59.5		59.5			102.1	62.3		62.3			65.3	63.2		63.2			91.7	42.8		42.8		
LOS by Move:	F	E		E			F	E		E			E	E		E			F	D		D		
HCM2kAvgQ:	12	24		24			14	27		27			14	27		27			21	20		20		

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:21 Page 169-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	303	1124	25	35	1131	260	50	14	188	11	5	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	1124	25	35	1131	260	50	14	188	11	5	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1124	25	35	1131	260	50	14	188	11	5	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	303	1124	25	35	1131	260	50	14	188	11	5	81
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1391	xxxx	xxxxx	1149	xxxx	xxxxx	2372	2956	566	2373	3191	562
Potent Cap.:	498	xxxx	xxxxx	615	xxxx	xxxxx	19	15	473	19	10	475
Move Cap.:	498	xxxx	xxxxx	615	xxxx	xxxxx	0	5	473	0	4	475
Volume/Cap:	0.61	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	2.56	0.40	xxxx	1.31	0.17
Level Of Service Module:												
2Way95thQ:	4.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	1.9	xxxx	xxxx	0.6
Control Del:	22.8	xxxx	xxxxx	11.2	xxxx	xxxxx	xxxxx	xxxx	17.5	xxxxx	xxxx	14.1
LOS by Move:	C	*	*	B	*	*	*	*	C	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	0	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:22 Page 170-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: >> Count Date: 11 May 2005 << 1645-1745												
Base Vol:	81	3	105	28	7	29	24	1199	95	89	1067	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	105	28	7	29	24	1199	95	89	1067	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	3	105	28	7	29	24	1199	95	89	1067	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	3	105	28	7	29	24	1199	95	89	1067	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	3	105	28	7	29	24	1199	95	89	1067	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.96	0.04	1.00	0.80	0.20	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1736	64	1800	1440	360	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.06	0.02	0.02	0.02	0.01	0.33	0.05	0.05	0.30	0.02
Crit Moves:			****					****				
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.33	0.33	0.41	0.14	0.14	0.11	0.02	0.41	0.06	0.06	0.36	0.03
Delay/Veh:	39.3	39.3	40.0	37.7	37.7	37.5	1.7	2.6	1.8	1.8	2.5	1.7
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:	39.3	39.3	40.0	37.7	37.7	37.5	1.7	2.6	1.8	1.8	2.5	1.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	1	0	6	1	1	5	0

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:22 Page 171-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 31 Mar 2005 << 1645-1745												
Base Vol:	67	146	82	78	127	40	89	1165	83	127	825	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	146	82	78	127	40	89	1165	83	127	825	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	146	82	78	127	40	89	1165	83	127	825	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	146	82	78	127	40	89	1165	83	127	825	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
Final Vol.:	67	146	82	78	127	40	89	1165	83	127	825	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.31	0.69	1.00	0.38	0.62	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	566	1234	1800	685	1115	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.05	0.11	0.11	0.02	0.05	0.32	0.05	0.07	0.23	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.13	0.59	0.59	0.14	0.59	0.59
Volume/Cap:	0.55	0.55	0.21	0.53	0.53	0.10	0.39	0.55	0.08	0.55	0.39	0.08
Delay/Veh:	36.6	36.6	32.5	36.1	36.1	31.6	40.6	12.8	8.9	43.2	11.0	8.9
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:	36.6	36.6	32.5	36.1	36.1	31.6	40.6	12.8	8.9	43.2	11.0	8.9
LOS by Move:	D	D	C	D	D	C	D	B	A	D	B	A
HCM2kAvgQ:	7	7	2	6	6	1	3	12	1	5	7	1

Note: Queue reported is the number of cars per lane.

EX-PM Tue Nov 14, 2006 19:05:22 Page 172-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 30 Mar 2005 << 1645-1745												
Base Vol:	37	92	89	94	165	136	144	487	62	98	723	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	92	89	94	165	136	144	487	62	98	723	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	92	89	94	165	136	144	487	62	98	723	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	92	89	94	165	136	144	487	62	98	723	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	92	89	94	165	136	144	487	62	98	723	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.17	0.42	0.41	1.00	1.00	1.00	1.00	1.77	0.23	1.00	1.79	0.21
Final Sat.:	306	760	735	1700	1800	1800	1700	3193	407	1700	3221	379
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.06	0.09	0.08	0.08	0.15	0.15	0.06	0.22	0.22
Crit Moves:		****									****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.36	0.36	0.36	0.16	0.27	0.22	0.14	0.24	0.24	0.09	0.36	0.36
Delay/Veh:	25.4	25.4	25.4	23.4	24.5	24.0	7.8	8.4	8.4	7.6	9.2	9.2
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:	25.4	25.4	25.4	23.4	24.5	24.0	7.8	8.4	8.4	7.6	9.2	9.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	2	4	3	2	4	4	1	6	6

Note: Queue reported is the number of cars per lane.

Weekend Mid-Day Peak Hour

EX MID WKEND Tue Nov 14, 2006 19:06:25 Page 3-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #1 Abalone Ave/Carson St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 18 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 9 Apr 2005 << 1200-1300												
Base Vol:	11	24	14	7	5	15	4	1144	12	13	1142	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	24	14	7	5	15	4	1144	12	13	1142	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	24	14	7	5	15	4	1144	12	13	1142	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	24	14	7	5	15	4	1144	12	13	1142	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	24	14	7	5	15	4	1144	12	13	1142	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.63	0.37	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1700	1137	663	1700	1800	1800	1700	3600	1800	1700	3541	59
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.00	0.01	0.00	0.32	0.01	0.01	0.32	0.32
Crit Moves:		****									****	
Green/Cycle:	0.06	0.06	0.06	0.06	0.06	0.06	0.90	0.90	0.90	0.90	0.90	0.90
Volume/Cap:	0.11	0.36	0.36	0.07	0.05	0.14	0.00	0.35	0.01	0.01	0.36	0.36
Delay/Veh:	45.1	47.3	47.3	44.8	44.6	45.3	0.5	0.8	0.5	0.5	0.8	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	47.3	47.3	44.8	44.6	45.3	0.5	0.8	0.5	0.5	0.8	0.8
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	0	2	2	0	0	1	0	3	0	0	3	3

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:25 Page 4-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #2 Aero Wy/Pacific Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.0
Optimal Cycle: 22 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	2 1	0
Volume Module: >> Count Date: 14 May 2005 << 1300-1400												
Base Vol:	0	0	0	25	0	56	14	1484	0	0	1649	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	56	14	1484	0	0	1649	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	56	14	1484	0	0	1649	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	56	14	1484	0	0	1649	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	25	0	56	14	1484	0	0	1649	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.90	0.10
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5226	174
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.01	0.27	0.00	0.00	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.86	0.00	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.09	0.00	0.38	0.38	0.32	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	42.6	0.0	45.1	54.6	1.4	0.0	0.0	2.0	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.6	0.0	45.1	54.6	1.4	0.0	0.0	2.0	2.0
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	2	1	3	0	0	5	5

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:25 Page 5-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 18 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module: >> Count Date: 9 Apr 2005 << 1215-1315												
Base Vol:	99	0	33	0	0	0	0	1035	79	33	1035	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:	99	0	33	0	0	0	0	1035	79	33	1035	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	33	0	0	0	0	1035	79	33	1035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	33	0	0	0	0	1035	79	33	1035	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
Final Vol.:	99	0	33	0	0	0	0	1035	79	33	1035	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.29	0.04	0.02	0.29	0.00
Crit Moves:	****										****	
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.80	0.80	0.80	0.80	0.00
Volume/Cap:	0.36	0.00	0.11	0.00	0.00	0.00	0.00	0.36	0.05	0.02	0.36	0.00
Delay/Veh:	38.1	0.0	36.0	0.0	0.0	0.0	0.0	2.9	2.1	2.1	2.9	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:	38.1	0.0	36.0	0.0	0.0	0.0	0.0	2.9	2.1	2.1	2.9	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	5	1	0	5	0

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 6-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #4 Airport Dr/Pacific Coast Hwy

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 29 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	1 1	0	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 30 Apr 2005 << 1215-1315												
Base Vol:	10	3	17	292	10	101	47	1681	22	15	2071	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3	17	292	10	101	47	1681	22	15	2071	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	3	17	292	10	101	47	1681	22	15	2071	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3	17	292	10	101	47	1681	22	15	2071	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	3	17	292	10	101	47	1681	22	15	2071	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.77	0.23	1.00	1.94	0.06	1.00	1.00	2.96	0.04	1.00	2.77	0.23
Final Sat.:	1385	415	1800	3384	116	1800	1700	5330	70	1700	4990	410
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.06	0.03	0.32	0.32	0.01	0.42	0.42
Crit Moves:			****		****						****	
Green/Cycle:	0.02	0.02	0.02	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.42	0.42	0.54	0.54	0.54	0.35	0.04	0.41	0.41	0.01	0.54	0.54
Delay/Veh:	57.3	57.3	66.9	39.8	39.8	38.2	2.9	4.1	4.1	2.8	4.9	4.9
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:	57.3	57.3	66.9	39.8	39.8	38.2	2.9	4.1	4.1	2.8	4.9	4.9
LOS by Move:	E	E	E	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	5	5	3	0	6	6	0	10	10

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 7-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #5 Amie Ave/Torrance Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 22 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1230-1330												
Base Vol:	49	19	45	39	29	74	53	998	25	127	1360	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	19	45	39	29	74	53	998	25	127	1360	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	19	45	39	29	74	53	998	25	127	1360	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	19	45	39	29	74	53	998	25	127	1360	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	19	45	39	29	74	53	998	25	127	1360	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.57	0.43	1.00	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1700	1800	1800	1032	768	1800	1700	5400	1800	1700	5194	206
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.04	0.04	0.04	0.03	0.18	0.01	0.07	0.26	0.26
Crit Moves:					****		****				****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.09	0.59	0.59	0.24	0.74	0.74
Volume/Cap:	0.27	0.10	0.23	0.35	0.35	0.38	0.35	0.31	0.02	0.31	0.35	0.35
Delay/Veh:	41.8	40.5	41.5	41.9	41.9	42.2	44.3	10.2	8.4	31.7	4.5	4.5
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:	41.8	40.5	41.5	41.9	41.9	42.2	44.3	10.2	8.4	31.7	4.5	4.5
LOS by Move:	D	D	D	D	D	D	D	B	A	C	A	A
HCM2kAvgQ:	2	1	2	2	2	3	2	5	0	4	5	5

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 8-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 9 Apr 2005 << 1215-1315												
Base Vol:	8	11	26	70	11	49	34	671	12	35	862	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	11	26	70	11	49	34	671	12	35	862	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	11	26	70	11	49	34	671	12	35	862	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	11	26	70	11	49	34	671	12	35	862	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	11	26	70	11	49	34	671	12	35	862	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.42	0.58	1.00	0.54	0.08	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	758	1042	1800	969	152	678	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.02	0.19	0.01	0.02	0.24	0.02
Crit Moves:					****						****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.05	0.05	0.06	0.32	0.32	0.32	0.03	0.25	0.01	0.03	0.32	0.03
Delay/Veh:	30.6	30.6	30.7	33.1	33.1	33.1	3.5	4.3	3.5	3.5	4.6	3.5
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:	30.6	30.6	30.7	33.1	33.1	33.1	3.5	4.3	3.5	3.5	4.6	3.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	4	4	4	0	4	0	0	5	0

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 9-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	442	0	477	0	0	0	0	883	252	436	832	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:	442	0	477	0	0	0	0	883	252	436	832	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	442	0	477	0	0	0	0	883	252	436	832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	0	477	0	0	0	0	883	252	436	832	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
Final Vol.:	442	0	477	0	0	0	0	883	252	436	832	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.49	0.00	1.51	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2580	0	2717	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.18	0.00	0.00	0.00	0.00	0.25	0.14	0.26	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.24	0.00	0.60	0.00	0.00	0.00	0.00	0.35	0.35	0.36	0.71	0.00
Volume/Cap:	0.71	0.00	0.29	0.00	0.00	0.00	0.00	0.71	0.40	0.71	0.33	0.00
Delay/Veh:	43.5	0.0	11.5	0.0	0.0	0.0	0.0	35.9	30.3	36.7	6.7	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:	43.5	0.0	11.5	0.0	0.0	0.0	0.0	35.9	30.3	36.7	6.7	0.0
LOS by Move:	D	A	B	A	A	A	A	D	C	D	A	A
HCM2kAvgQ:	12	0	6	0	0	0	0	16	7	16	6	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 10-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1230-1330												
Base Vol:	32	933	36	14	783	24	15	6	31	31	9	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	933	36	14	783	24	15	6	31	31	9	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	933	36	14	783	24	15	6	31	31	9	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	933	36	14	783	24	15	6	31	31	9	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	933	36	14	783	24	15	6	31	31	9	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.71	0.29	1.00	0.77	0.23	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1286	514	1800	1395	405	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.02	0.01	0.22	0.01	0.01	0.01	0.02	0.02	0.02	0.01
Crit Moves:		****									****	
Green/Cycle:	0.88	0.88	0.88	0.88	0.88	0.88	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.02	0.29	0.02	0.01	0.25	0.02	0.15	0.15	0.23	0.29	0.29	0.14
Delay/Veh:	0.7	1.0	0.7	0.7	0.9	0.7	43.7	43.7	44.3	44.9	44.9	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:	0.7	1.0	0.7	0.7	0.9	0.7	43.7	43.7	44.3	44.9	44.9	43.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	2	0	1	1	1	2	2	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 11-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2	1 0	1 0	1	1 0
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	107	690	87	65	584	68	103	317	70	96	362	76
Growth Adj:	1.00	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	690	87	65	584	68	103	317	70	96	362	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	690	87	65	584	68	103	317	70	96	362	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	690	87	65	584	68	103	317	70	96	362	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
Final Vol.:	107	690	87	65	584	68	103	317	70	96	362	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	1.65	0.35
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4423	977	1700	2975	625
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.05	0.04	0.16	0.04	0.06	0.07	0.07	0.06	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.43	0.43	0.09	0.38	0.38	0.14	0.23	0.23	0.18	0.28	0.28
Volume/Cap:	0.43	0.44	0.11	0.44	0.43	0.10	0.44	0.31	0.31	0.31	0.44	0.44
Delay/Veh:	48.0	24.0	20.3	54.2	28.2	24.4	48.9	38.4	38.4	43.1	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	24.0	20.3	54.2	28.2	24.4	48.9	38.4	38.4	43.1	36.2	36.2
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	9	2	3	8	2	4	4	4	4	7	7

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 12-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.7
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	45	887	25	54	872	20	35	43	46	31	13	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	887	25	54	872	20	35	43	46	31	13	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	887	25	54	872	20	35	43	46	31	13	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	887	25	54	872	20	35	43	46	31	13	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	887	25	54	872	20	35	43	46	31	13	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	0.70	0.30	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	808	992	1800	1268	532	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.01	0.03	0.24	0.01	0.04	0.04	0.03	0.02	0.02	0.02
Crit Moves:		****						****				
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.03	0.30	0.02	0.04	0.30	0.01	0.30	0.30	0.18	0.17	0.17	0.13
Delay/Veh:	1.7	2.3	1.7	1.8	2.3	1.7	39.0	39.0	38.0	37.9	37.9	37.6
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:	1.7	2.3	1.7	1.8	2.3	1.7	39.0	39.0	38.0	37.9	37.9	37.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	4	0	2	2	1	1	1	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:26 Page 13-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #11 Anza Ave/Emerald St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	55	1058	31	30	904	23	23	23	64	22	12	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1058	31	30	904	23	23	23	64	22	12	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1058	31	30	904	23	23	23	64	22	12	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1058	31	30	904	23	23	23	64	22	12	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	1058	31	30	904	23	23	23	64	22	12	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.50	0.50	1.00	0.65	0.35	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	900	900	1800	1165	635	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.02	0.02	0.25	0.01	0.03	0.03	0.04	0.02	0.02	0.01
Crit Moves:		****							****			
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.04	0.34	0.02	0.02	0.29	0.01	0.25	0.25	0.34	0.18	0.18	0.10
Delay/Veh:	1.1	1.5	1.1	1.1	1.4	1.0	41.9	41.9	42.8	41.4	41.4	40.8
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:	1.1	1.5	1.1	1.1	1.4	1.0	41.9	41.9	42.8	41.4	41.4	40.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	3	0	2	2	2	1	1	1

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 14-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #12 Anza Ave/Torrance Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.7
Optimal Cycle: 61 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 1 0			1 0 2 0 1		
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	222	755	133	215	626	119	193	898	145	185	970	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	755	133	215	626	119	193	898	145	185	970	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	755	133	215	626	119	193	898	145	185	970	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	755	133	215	626	119	193	898	145	185	970	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	222	755	133	215	626	119	193	898	145	185	970	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4649	751	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.07	0.13	0.17	0.07	0.11	0.19	0.19	0.11	0.27	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.27	0.27	0.16	0.25	0.25	0.15	0.32	0.32	0.18	0.35	0.35
Volume/Cap:	0.70	0.77	0.27	0.77	0.70	0.27	0.77	0.61	0.61	0.61	0.77	0.31
Delay/Veh:	52.3	44.0	34.6	60.3	43.4	36.5	62.8	35.2	35.2	48.9	37.7	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:	52.3	44.0	34.6	60.3	43.4	36.5	62.8	35.2	35.2	48.9	37.7	28.7
LOS by Move:	D	D	C	E	D	D	E	D	D	D	D	C
HCM2kAvgQ:	10	15	4	10	12	4	9	12	12	8	18	5

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 15-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	14	1164	20	22	957	21	20	17	20	17	23	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:	14	1164	20	22	957	21	20	17	20	17	23	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1164	20	22	957	21	20	17	20	17	23	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1164	20	22	957	21	20	17	20	17	23	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1164	20	22	957	21	20	17	20	17	23	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.42	0.58	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	973	827	1800	765	1035	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.01	0.01	0.27	0.01	0.02	0.02	0.01	0.02	0.02	0.01
Crit Moves:		****									****	
Green/Cycle:	0.90	0.90	0.90	0.90	0.90	0.90	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.01	0.36	0.01	0.01	0.30	0.01	0.33	0.33	0.18	0.36	0.36	0.23
Delay/Veh:	0.5	0.8	0.5	0.5	0.8	0.5	46.7	46.7	45.3	47.0	47.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.5	0.8	0.5	0.5	0.8	0.5	46.7	46.7	45.3	47.0	47.0	45.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	2	0	2	2	1	2	2	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 16-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	44	1051	109	123	900	47	28	171	27	142	203	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1051	109	123	900	47	28	171	27	142	203	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1051	109	123	900	47	28	171	27	142	203	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1051	109	123	900	47	28	171	27	142	203	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	1051	109	123	900	47	28	171	27	142	203	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.06	0.07	0.25	0.03	0.02	0.10	0.02	0.04	0.11	0.16
Crit Moves:		****		****			****					****
Green/Cycle:	0.06	0.50	0.50	0.12	0.57	0.57	0.03	0.20	0.20	0.09	0.27	0.27
Volume/Cap:	0.44	0.58	0.12	0.58	0.44	0.05	0.58	0.47	0.07	0.47	0.42	0.58
Delay/Veh:	48.6	18.1	13.4	45.5	12.7	9.7	65.1	36.2	32.4	44.1	30.8	33.6
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:	48.6	18.1	13.4	45.5	12.7	9.7	65.1	36.2	32.4	44.1	30.8	33.6
LOS by Move:	D	B	B	D	B	A	E	D	C	D	C	C
HCM2kAvgQ:	2	12	2	5	8	1	2	5	1	3	6	8

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 17-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1230-1330																											
Base Vol:	206	739		214	268	637		93	112	935		167	233	866		300
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	206	739		214	268	637		93	112	935		167	233	866		300
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	206	739		214	268	637		93	112	935		167	233	866		300
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	206	739		214	268	637		93	112	935		167	233	866		300
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	206	739		214	268	637		93	112	935		167	233	866		300
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.70		0.30	1.00	2.00		1.00
Final Sat.:	1700	3600		1800	1700	3600		1800	1700	3054		546	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.12	0.21		0.12	0.16	0.18		0.05	0.07	0.31		0.31	0.14	0.24		0.17
Crit Moves:		****			****					****			****			
Green/Cycle:	0.17	0.24		0.24	0.18	0.25		0.25	0.11	0.35		0.35	0.16	0.40		0.40
Volume/Cap:	0.71	0.86		0.50	0.86	0.71		0.21	0.60	0.86		0.86	0.86	0.60		0.41
Delay/Veh:	54.8	53.0		40.5	68.9	43.7		35.9	56.0	42.4		42.4	73.0	28.9		26.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	54.8	53.0		40.5	68.9	43.7		35.9	56.0	42.4		42.4	73.0	28.9		26.1
LOS by Move:	D	D		D	E	D		D	E	D		D	E	C		C
HCM2kAvgQ:	9	17		7	14	12		3	5	23		23	12	13		8

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 18-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.5
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1200-1300																											
Base Vol:	43	951		14	30	991		30	14	10		31	7	8		15
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	43	951		14	30	991		30	14	10		31	7	8		15
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	43	951		14	30	991		30	14	10		31	7	8		15
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	43	951		14	30	991		30	14	10		31	7	8		15
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	43	951		14	30	991		30	14	10		31	7	8		15
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	0.58	0.42		1.00	0.47	0.53		1.00
Final Sat.:	1700	3600		1800	1700	3600		1800	1050	750		1800	840	960		1800
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26		0.01	0.02	0.28		0.02	0.01	0.01		0.02	0.01	0.01		0.01
Crit Moves:						****						****				
Green/Cycle:	0.90	0.90		0.90	0.90	0.90		0.90	0.06	0.06		0.06	0.06	0.06		0.06
Volume/Cap:	0.03	0.29		0.01	0.02	0.30		0.02	0.24	0.24		0.30	0.15	0.15		0.15
Delay/Veh:	0.5	0.7		0.5	0.5	0.7		0.5	46.3	46.3		47.0	45.6	45.6		45.6
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:	0.5	0.7		0.5	0.5	0.7		0.5	46.3	46.3		47.0	45.6	45.6		45.6
LOS by Move:	A	A		A	A	A		A	D	D		D	D	D		D
HCM2kAvgQ:	0	2		0	0	2		0	1	1		1	1	1		1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 19-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #17 Anza Ave/Lomita Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 30 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	1! 0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1215-1315												
Base Vol:	0	706	348	351	668	0	0	0	0	274	0	331
Growth Adj:	1.00	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	706	348	351	668	0	0	0	0	274	0	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	706	348	351	668	0	0	0	0	274	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	706	348	351	668	0	0	0	0	274	0	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	706	348	351	668	0	0	0	0	274	0	331
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.46	0.00	1.54
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	2526	0	2766
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.19	0.21	0.19	0.00	0.00	0.00	0.00	0.11	0.00	0.12
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.35	0.35	0.37	0.72	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	0.00	0.56	0.55	0.56	0.26	0.00	0.00	0.00	0.00	0.50	0.00	0.56
Delay/Veh:	0.0	26.6	27.0	26.0	4.7	0.0	0.0	0.0	0.0	34.9	0.0	35.6
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:	0.0	26.6	27.0	26.0	4.7	0.0	0.0	0.0	0.0	34.9	0.0	35.6
LOS by Move:	A	C	C	C	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	10	9	10	4	0	0	0	0	6	0	7

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 20-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #18 Anza Ave/Calle Mayor

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
Optimal Cycle: 21 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	27	610	5	16	523	351	372	10	67	1	10	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	610	5	16	523	351	372	10	67	1	10	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	610	5	16	523	351	372	10	67	1	10	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	610	5	16	523	351	372	10	67	1	10	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	610	5	16	523	351	372	10	67	1	10	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	3408	92	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.01	0.15	0.20	0.11	0.11	0.04	0.00	0.01	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.33	0.33	0.33	0.02	0.02	0.02
Volume/Cap:	0.03	0.29	0.00	0.02	0.25	0.33	0.33	0.33	0.11	0.03	0.25	0.33
Delay/Veh:	8.6	10.3	8.5	8.5	10.0	10.7	25.4	25.4	23.4	48.2	51.5	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	10.3	8.5	8.5	10.0	10.7	25.4	25.4	23.4	48.2	51.5	53.1
LOS by Move:	A	B	A	A	A	B	C	C	C	D	D	D
HCM2kAvgQ:	0	5	0	0	4	6	5	5	1	0	1	1

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:27 Page 21-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 1	1	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1300-1400												
Base Vol:	201	192	142	246	216	70	101	1124	57	166	1205	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	192	142	246	216	70	101	1124	57	166	1205	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	192	142	246	216	70	101	1124	57	166	1205	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	192	142	246	216	70	101	1124	57	166	1205	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	201	192	142	246	216	70	101	1124	57	166	1205	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.15	0.85	1.62	1.38	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2069	1531	2821	2477	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.09	0.09	0.04	0.06	0.31	0.03	0.10	0.33	0.08
Crit Moves:	****			****				****		****		
Green/Cycle:	0.17	0.17	0.17	0.13	0.13	0.13	0.09	0.46	0.46	0.14	0.51	0.51
Volume/Cap:	0.68	0.54	0.54	0.68	0.68	0.30	0.66	0.68	0.07	0.68	0.66	0.15
Delay/Veh:	45.3	38.6	38.6	44.6	44.6	40.4	54.0	22.7	15.3	48.5	19.0	13.1
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:	45.3	38.6	38.6	44.6	44.6	40.4	54.0	22.7	15.3	48.5	19.0	13.1
LOS by Move:	D	D	D	D	D	D	D	C	B	D	B	B
HCM2kAvgQ:	8	6	6	6	6	2	5	15	1	7	15	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 22-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	33	49	19	10	21	22	20	1068	25	16	916	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	49	19	10	21	22	20	1068	25	16	916	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	49	19	10	21	22	20	1068	25	16	916	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	49	19	10	21	22	20	1068	25	16	916	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	49	19	10	21	22	20	1068	25	16	916	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.40	0.60	1.00	0.32	0.68	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	724	1076	1800	581	1219	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.01	0.01	0.30	0.01	0.01	0.25	0.01
Crit Moves:		****						****				
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.83	0.83	0.83	0.83	0.83	0.83
Volume/Cap:	0.36	0.36	0.08	0.13	0.13	0.10	0.01	0.36	0.02	0.01	0.31	0.01
Delay/Veh:	40.8	40.8	38.6	39.0	39.0	38.7	1.4	2.1	1.4	1.4	1.9	1.4
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:	40.8	40.8	38.6	39.0	39.0	38.7	1.4	2.1	1.4	1.4	1.9	1.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	1	1	1	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 23-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 9 Apr 2005 << 1200-1300												
Base Vol:	44	149	56	60	108	54	62	1027	41	66	1040	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	149	56	60	108	54	62	1027	41	66	1040	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	149	56	60	108	54	62	1027	41	66	1040	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	149	56	60	108	54	62	1027	41	66	1040	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
Final Vol.:	44	149	56	60	108	54	62	1027	41	66	1040	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.23	0.77	1.00	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	410	1390	1800	643	1157	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.09	0.09	0.03	0.04	0.29	0.02	0.04	0.29	0.03
Crit Moves:		****									****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.41	0.41	0.12	0.36	0.36	0.12	0.05	0.41	0.03	0.06	0.41	0.04
Delay/Veh:	31.3	31.3	28.4	30.7	30.7	28.3	4.7	6.4	4.6	4.7	6.4	4.7
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:	31.3	31.3	28.4	30.7	30.7	28.3	4.7	6.4	4.6	4.7	6.4	4.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	1	5	5	1	1	7	0	1	7	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 24-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	124	204	119	49	203	269	107	1185	105	117	1387	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	204	119	49	203	269	107	1185	105	117	1387	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	204	119	49	203	269	107	1185	105	117	1387	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	204	119	49	203	269	107	1185	105	117	1387	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	204	119	49	203	269	107	1185	105	117	1387	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	2.91	0.09
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4960	440	1700	5238	162
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.07	0.03	0.11	0.15	0.06	0.24	0.24	0.07	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.27	0.41	0.07	0.21	0.32	0.12	0.47	0.47	0.13	0.48	0.48
Volume/Cap:	0.55	0.42	0.16	0.42	0.55	0.46	0.55	0.51	0.51	0.51	0.55	0.55
Delay/Veh:	43.3	30.5	19.0	47.0	37.2	27.6	45.0	18.9	18.9	42.2	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	30.5	19.0	47.0	37.2	27.6	45.0	18.9	18.9	42.2	18.3	18.3
LOS by Move:	D	C	B	D	D	C	D	B	B	D	B	B
HCM2kAvgQ:	5	6	2	2	6	7	4	10	10	4	11	11

Note: Queue reported is the number of cars per lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1761	1500	1583	1581		1500	1583		1745	1500	1583
Flt Permitted		0.99	1.00	0.67	1.00		1.00	0.64		0.89	1.00	0.53
Satd. Flow (perm)		1742	1500	1120	1581		1500	1061		1567	1500	883
Volume (vph)	5	128	103	173	73	166	20	55	64	216	149	22
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	5	128	103	173	73	166	20	55	64	216	149	22
RTOR Reduction (vph)	0	0	82	0	0	0	16	0	0	0	90	0
Lane Group Flow (vph)	0	133	21	173	239	0	4	55	0	280	59	22
Turn Type	Perm		Perm	custom	custom		custom	Perm	Perm		Perm	Perm
Protected Phases		2								6		
Permitted Phases	2		2	2	2		2	6	6		6	6
Actuated Green, G (s)		18.8	18.8	18.8	18.8		18.8	34.4		34.4	34.4	34.4
Effective Green, g (s)		16.8	16.8	16.8	16.8		16.8	32.4		32.4	32.4	32.4
Actuated g/C Ratio		0.20	0.20	0.20	0.20		0.20	0.39		0.39	0.39	0.39
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		356	306	229	323		306	418		617	591	348
v/s Ratio Prot												
v/s Ratio Perm		0.08	0.01	c0.15	0.15		0.00	0.05		c0.18	0.04	0.02
v/c Ratio		0.37	0.07	0.76	0.74		0.01	0.13		0.45	0.10	0.06
Uniform Delay, d1		28.2	26.4	30.8	30.7		26.1	16.0		18.4	15.7	15.5
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.7	0.1	13.2	8.6		0.0	0.7		2.4	0.3	0.3
Delay (s)		28.9	26.5	44.0	39.3		26.2	16.6		20.8	16.1	15.9
Level of Service		C	C	D	D		C	B		C	B	B
Approach Delay (s)		27.9			40.6					18.9		
Approach LOS		C			D					B		

Intersection Summary

HCM Average Control Delay	30.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR	SBR2	SEL2	SEL	SER
Lane Configurations						
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.0		6.0		6.0	
Lane Util. Factor	0.95		0.95		1.00	
Frt	0.99		0.85		0.95	
Flt Protected	1.00		1.00		0.97	
Satd. Flow (prot)	1659		1425		1628	
Flt Permitted	1.00		1.00		0.97	
Satd. Flow (perm)	1659		1425		1628	
Volume (vph)	170	13	3	4	156	86
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	170	13	3	4	156	86
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	183	0	1	0	246	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.4		34.4		17.1	
Effective Green, g (s)	32.4		32.4		15.1	
Actuated g/C Ratio	0.39		0.39		0.18	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	653		561		299	
v/s Ratio Prot	0.11				c0.15	
v/s Ratio Perm			0.00			
v/c Ratio	0.28		0.00		0.82	
Uniform Delay, d1	17.0		15.1		32.3	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	1.1		0.0		16.5	
Delay (s)	18.1		15.1		48.8	
Level of Service	B		B		D	
Approach Delay (s)	17.8				48.8	
Approach LOS	B				D	

Intersection Summary

EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 25-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #24 Arlington Ave/231st St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 15 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 14 May 2005 << 1200-1300																
Base Vol:	9	407		12	35	398		10	10	9		5	12	12		14
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	9	407		12	35	398		10	10	9		5	12	12		14
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	9	407		12	35	398		10	10	9		5	12	12		14
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	9	407		12	35	398		10	10	9		5	12	12		14
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	9	407		12	35	398		10	10	9		5	12	12		14
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	0.53	0.47		1.00	0.50	0.50		1.00
Final Sat.:	1700	1800		1800	1700	1800		1800	947	853		1800	900	900		1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23		0.01	0.02	0.22		0.01	0.01	0.01		0.00	0.01	0.01		0.01
Crit Moves:		****												****		
Green/Cycle:	0.91	0.91		0.91	0.91	0.91		0.91	0.05	0.05		0.05	0.05	0.05		0.05
Volume/Cap:	0.01	0.25		0.01	0.02	0.24		0.01	0.20	0.20		0.05	0.25	0.25		0.15
Delay/Veh:	0.4	0.6		0.4	0.5	0.6		0.4	46.3	46.3		45.1	46.8	46.8		45.8
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:	0.4	0.6		0.4	0.5	0.6		0.4	46.3	46.3		45.1	46.8	46.8		45.8
LOS by Move:	A	A		A	A	A		A	D	D		D	D	D		D
HCM2kAvgQ:	0	2		0	0	2		0	1	1		0	1	1		1

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 26-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #25 Arlington Ave/235th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 16 Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 14 May 2005 << 1230-1330																
Base Vol:	53	357		11	22	344		40	36	123		47	13	112		15
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	53	357		11	22	344		40	36	123		47	13	112		15
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	53	357		11	22	344		40	36	123		47	13	112		15
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	53	357		11	22	344		40	36	123		47	13	112		15
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	53	357		11	22	344		40	36	123		47	13	112		15
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	0.23	0.77		1.00	0.10	0.90		1.00
Final Sat.:	1700	1800		1800	1700	1800		1800	408	1392		1800	187	1613		1800
Capacity Analysis Module:																
Vol/Sat:	0.03	0.20		0.01	0.01	0.19		0.02	0.09	0.09		0.03	0.07	0.07		0.01
Crit Moves:		****								****						
Green/Cycle:	0.66	0.66		0.66	0.66	0.66		0.66	0.30	0.30		0.30	0.30	0.30		0.30
Volume/Cap:	0.05	0.30		0.01	0.02	0.29		0.03	0.30	0.30		0.09	0.23	0.23		0.03
Delay/Veh:	5.8	7.2		5.7	5.7	7.1		5.8	27.5	27.5		25.5	26.9	26.9		25.0
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:	5.8	7.2		5.7	5.7	7.1		5.8	27.5	27.5		25.5	26.9	26.9		25.0
LOS by Move:	A	A		A	A	A		A	C	C		C	C	C		C
HCM2kAvgQ:	1	5		0	0	5		0	4	4		1	3	3		0

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 27-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	87	132	50	141	141	37	46	951	22	24	1128	88
Growth Adj:	1.00	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	132	50	141	141	37	46	951	22	24	1128	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	132	50	141	141	37	46	951	22	24	1128	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	132	50	141	141	37	46	951	22	24	1128	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	87	132	50	141	141	37	46	951	22	24	1128	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.03	0.08	0.04	0.02	0.03	0.26	0.01	0.01	0.31	0.05
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.08	0.08	0.18	0.11	0.11	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.35	0.46	0.35	0.46	0.35	0.18	0.04	0.39	0.02	0.02	0.46	0.07
Delay/Veh:	39.2	45.1	45.0	37.8	41.5	40.6	5.3	7.0	5.2	5.2	7.6	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	45.1	45.0	37.8	41.5	40.6	5.3	7.0	5.2	5.2	7.6	5.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	5	2	1	1	7	0	0	9	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 28-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T	- R		L - T	- R		L - T	- R		L - T	- R	
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 23 Apr 2005 << 1230-1330												
Base Vol:	54	113	62	45	81	97	65	1223	49	52	1331	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	113	62	45	81	97	65	1223	49	52	1331	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	113	62	45	81	97	65	1223	49	52	1331	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	113	62	45	81	97	65	1223	49	52	1331	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	113	62	45	81	97	65	1223	49	52	1331	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.88	0.12	1.00	2.90	0.10
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5192	208	1700	5216	184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.03	0.03	0.05	0.05	0.04	0.24	0.24	0.03	0.26	0.26
Crit Moves:		****					****				****	
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.10	0.69	0.69	0.09	0.67	0.67
Volume/Cap:	0.19	0.38	0.21	0.16	0.27	0.33	0.38	0.34	0.34	0.34	0.38	0.38
Delay/Veh:	36.3	37.9	36.4	36.0	36.9	37.4	43.4	6.5	6.5	44.2	7.2	7.2
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:	36.3	37.9	36.4	36.0	36.9	37.4	43.4	6.5	6.5	44.2	7.2	7.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	4	2	1	2	3	2	6	6	2	7	7

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:28 Page 29-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1245-1345												
Base Vol:	60	143	30	26	146	44	31	647	76	33	832	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	143	30	26	146	44	31	647	76	33	832	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	143	30	26	146	44	31	647	76	33	832	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	143	30	26	146	44	31	647	76	33	832	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	143	30	26	146	44	31	647	76	33	832	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3222	378	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.02	0.04	0.02	0.02	0.20	0.20	0.02	0.23	0.01
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.06	0.74	0.74	0.07	0.75	0.75
Volume/Cap:	0.27	0.30	0.13	0.12	0.31	0.19	0.31	0.27	0.27	0.27	0.31	0.02
Delay/Veh:	39.7	39.6	38.6	38.5	39.7	39.0	46.8	4.4	4.4	45.2	4.2	3.2
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:	39.7	39.6	38.6	38.5	39.7	39.0	46.8	4.4	4.4	45.2	4.2	3.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	2	1	1	2	1	1	4	4	1	4	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 30-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 16 Apr 2005 << 1245-1345												
Base Vol:	50	151	109	109	145	167	198	1022	33	132	1012	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	151	109	109	145	167	198	1022	33	132	1012	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	151	109	109	145	167	198	1022	33	132	1012	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	151	109	109	145	167	198	1022	33	132	1012	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	151	109	109	145	167	198	1022	33	132	1012	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3358	242
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.06	0.06	0.08	0.09	0.12	0.28	0.02	0.08	0.30	0.30
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.13	0.13	0.10	0.17	0.36	0.19	0.52	0.52	0.14	0.48	0.48
Volume/Cap:	0.47	0.63	0.45	0.63	0.47	0.26	0.63	0.54	0.04	0.54	0.63	0.63
Delay/Veh:	48.4	46.2	41.3	50.3	38.4	23.0	41.6	16.3	11.7	42.4	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	46.2	41.3	50.3	38.4	23.0	41.6	16.3	11.7	42.4	20.1	20.1
LOS by Move:	D	D	D	D	D	C	D	B	B	D	C	C
HCM2kAvgQ:	2	6	4	5	5	4	7	11	1	5	13	13

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 31-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #30 Carlow Rd/Calle Mayor

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.167
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 14 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 30 Apr 2005 << 1300-1400																
Base Vol:	0	0	1		75	0	21		31	426	3		8	374	45	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	1		75	0	21		31	426	3		8	374	45	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	1		75	0	21		31	426	3		8	374	45	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	1		75	0	21		31	426	3		8	374	45	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	1		75	0	21		31	426	3		8	374	45	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	1.00		1.00	0.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	0	0	1800		1800	0	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.01		0.02	0.12	0.00		0.00	0.10	0.03	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.25		0.25	0.00	0.25		0.71	0.71	0.71		0.71	0.71	0.71	
Volume/Cap:	0.00	0.00	0.00		0.17	0.00	0.05		0.03	0.17	0.00		0.01	0.15	0.04	
Delay/Veh:	0.0	0.0	28.1		29.5	0.0	28.5		4.3	4.8	4.2		4.2	4.7	4.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	28.1		29.5	0.0	28.5		4.3	4.8	4.2		4.2	4.7	4.3	
LOS by Move:	A	A	C		C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		2	0	1		0	2	0		0	2	0	

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 32-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #31 Casimir Ave/Artesia Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 20 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 23 Apr 2005 << 1230-1330																
Base Vol:	8	1	9		30	5	25		23	922	8		13	879	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	1	9		30	5	25		23	922	8		13	879	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	1	9		30	5	25		23	922	8		13	879	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	1	9		30	5	25		23	922	8		13	879	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	1	9		30	5	25		23	922	8		13	879	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.89	0.11	1.00		0.86	0.14	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	200	1800		1543	257	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.02	0.02	0.01		0.01	0.26	0.00		0.01	0.24	0.01	
Crit Moves:						****				****			****			
Green/Cycle:	0.06	0.06	0.06		0.06	0.06	0.06		0.05	0.85	0.85		0.03	0.83	0.83	
Volume/Cap:	0.08	0.08	0.08		0.30	0.30	0.22		0.29	0.30	0.01		0.30	0.29	0.01	
Delay/Veh:	44.3	44.3	44.3		46.1	46.1	45.3		48.2	1.6	1.1		51.8	2.0	1.5	
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:	44.3	44.3	44.3		46.1	46.1	45.3		48.2	1.6	1.1		51.8	2.0	1.5	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	0	0	0		1	1	1		1	3	0		1	3	0	

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 33-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 9 Apr 2005 << 1245-1345																								
Base Vol:	30		8		20		22		5		84		134		1134		66		22		894		20	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	30		8		20		22		5		84		134		1134		66		22		894		20	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	30		8		20		22		5		84		134		1134		66		22		894		20	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	30		8		20		22		5		84		134		1134		66		22		894		20	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	30		8		20		22		5		84		134		1134		66		22		894		20	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.79		0.21		1.00		0.81		0.19		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1421		379		1800		1467		333		1800		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.01		0.02		0.02		0.05		0.08		0.32		0.04		0.01		0.25		0.01	
Crit Moves:											****				****									
Green/Cycle:	0.12		0.12		0.12		0.12		0.12		0.12		0.84		0.84		0.84		0.84		0.84		0.84	
Volume/Cap:	0.17		0.17		0.09		0.12		0.12		0.38		0.09		0.38		0.04		0.02		0.30		0.01	
Delay/Veh:	39.6		39.6		39.0		39.2		39.2		41.3		1.5		2.0		1.4		1.4		1.8		1.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	39.6		39.6		39.0		39.2		39.2		41.3		1.5		2.0		1.4		1.4		1.8		1.4	
LOS by Move:	D		D		D		D		D		D		A		A		A		A		A		A	
HCM2kAvgQ:	1		1		1		1		1		3		1		5		0		0		3		0	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 34-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: 48 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	1	0	
Volume Module: >> Count Date: 2 Apr 2005 << 1200-1300																								
Base Vol:	137		725		230		274		700		196		164		674		126		162		776		160	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	137		725		230		274		700		196		164		674		126		162		776		160	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	137		725		230		274		700		196		164		674		126		162		776		160	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	137		725		230		274		700		196		164		674		126		162		776		160	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	137		725		230		274		700		196		164		674		126		162		776		160	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.49		0.51	
Final Sat.:	1700		3600		1800		1700		3600		1800		1700		3600		1800		1700		4477		923	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.20		0.13		0.16		0.19		0.11		0.10		0.19		0.07		0.10		0.17		0.17	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.15		0.29		0.29		0.23		0.37		0.37		0.15		0.27		0.27		0.14		0.26		0.26	
Volume/Cap:	0.52		0.69		0.44		0.69		0.52		0.29		0.66		0.69		0.26		0.69		0.66		0.66	
Delay/Veh:	48.7		39.7		35.1		47.2		29.9		26.9		54.8		41.4		34.6		57.8		40.6		40.6	
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:	48.7		39.7		35.1		47.2		29.9		26.9		54.8		41.4		34.6		57.8		40.6		40.6	
LOS by Move:	D		D		D		D		C		C		D		D		C		E		D		D	
HCM2kAvgQ:	6		13		7		11		11		5		7		13		4		8		12		12	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 35-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #34 Crenshaw Blvd/166th St-Cherry Ave

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1200-1300												
Base Vol:	14	945	34	28	752	9	19	22	11	66	27	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	945	34	28	752	9	19	22	11	66	27	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	945	34	28	752	9	19	22	11	66	27	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	945	34	28	752	9	19	22	11	66	27	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	945	34	28	752	9	19	22	11	66	27	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.37	0.42	0.21	0.71	0.29	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	658	762	381	1277	523	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.02	0.02	0.21	0.01	0.03	0.03	0.03	0.05	0.05	0.02
Crit Moves:		****									****	
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.01	0.33	0.02	0.02	0.26	0.01	0.18	0.18	0.18	0.33	0.33	0.13
Delay/Veh:	2.0	2.7	2.0	2.0	2.5	2.0	36.8	36.8	36.8	38.1	38.1	36.4
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:	2.0	2.7	2.0	2.0	2.5	2.0	36.8	36.8	36.8	38.1	38.1	36.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	3	0	2	2	2	3	3	1

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 36-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #35 Crenshaw Blvd/Artesia Blvd

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Cycle (sec): 120 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 52 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1200-1300												
Base Vol:	171	868	208	215	843	97	85	735	103	187	913	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	868	208	215	843	97	85	735	103	187	913	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	868	208	215	843	97	85	735	103	187	913	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	868	208	215	843	97	85	735	103	187	913	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	171	868	208	215	843	97	85	735	103	187	913	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	4843	557	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.12	0.13	0.17	0.17	0.05	0.20	0.06	0.06	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.34	0.34	0.18	0.32	0.32	0.07	0.33	0.33	0.09	0.35	0.35
Volume/Cap:	0.54	0.72	0.34	0.72	0.54	0.54	0.72	0.62	0.17	0.62	0.72	0.14
Delay/Veh:	45.9	37.1	30.3	54.9	33.5	33.5	73.9	35.1	28.9	56.3	35.7	26.6
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:	45.9	37.1	30.3	54.9	33.5	33.5	73.9	35.1	28.9	56.3	35.7	26.6
LOS by Move:	D	D	C	D	C	C	E	D	C	E	D	C
HCM2kAvgQ:	7	16	6	10	10	10	5	12	3	5	16	2

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:29 Page 37-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 1	0 1	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	74	541	450	111	779	121	122	249	190	471	402	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	541	450	111	779	121	122	249	190	471	402	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	541	450	111	779	121	122	249	190	471	402	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	541	450	111	779	121	122	249	190	471	402	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
Final Vol.:	74	541	450	111	779	121	122	249	190	471	402	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.13	0.87	1.30	1.06	0.64
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2042	1558	2232	1905	1161
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.25	0.07	0.22	0.07	0.07	0.12	0.12	0.21	0.21	0.21
Crit Moves:					****			****				****
Green/Cycle:	0.37	0.37	0.73	0.37	0.37	0.37	0.21	0.21	0.21	0.36	0.36	0.36
Volume/Cap:	0.12	0.41	0.34	0.18	0.59	0.18	0.35	0.59	0.59	0.59	0.59	0.59
Delay/Veh:	25.2	28.4	6.2	25.8	31.3	25.9	41.2	44.2	44.2	31.8	31.8	31.8
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:	25.2	28.4	6.2	25.8	31.3	25.9	41.2	44.2	44.2	31.8	31.8	31.8
LOS by Move:	C	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	8	6	3	12	3	4	8	8	12	12	12

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:30 Page 38-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 55 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1215-1315												
Base Vol:	53	637	183	209	981	404	407	435	113	245	975	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	637	183	209	981	404	407	435	113	245	975	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	637	183	209	981	404	407	435	113	245	975	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	637	183	209	981	404	407	435	113	245	975	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	637	183	209	981	404	407	435	113	245	975	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.38	0.62	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	4286	1114	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.10	0.12	0.18	0.22	0.13	0.10	0.10	0.08	0.27	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.17	0.41	0.18	0.29	0.48	0.18	0.33	0.33	0.25	0.39	0.39
Volume/Cap:	0.62	0.70	0.25	0.70	0.62	0.47	0.70	0.31	0.31	0.31	0.70	0.40
Delay/Veh:	68.5	49.3	23.0	53.4	37.2	21.5	49.6	30.5	30.5	37.2	32.3	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:	68.5	49.3	23.0	53.4	37.2	21.5	49.6	30.5	30.5	37.2	32.3	27.0
LOS by Move:	E	D	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	9	5	9	11	10	10	5	5	4	17	8

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:30 Page 39-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	0	1	1	1	1	0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330																				
Base Vol:		9	1319		103		18	1231		4		5		0	11		104		2	10
Growth Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:		9	1319		103		18	1231		4		5		0	11		104		2	10
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:		9	1319		103		18	1231		4		5		0	11		104		2	10
Reduct Vol:		0	0		0		0	0		0		0		0	0		0		0	0
Reduced Vol:		9	1319		103		18	1231		4		5		0	11		104		2	10
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Final Vol.:		9	1319		103		18	1231		4		5		0	11		104		2	10
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.89	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95	0.84	0.95			0.95
Lanes:	1.00	2.78			0.22	1.00	2.99			0.01	1.00	2.00			1.00	2.00	1.00			1.00
Final Sat.:	1700	5009			391	1700	5383			17	1700	3600			1800	3200	1800			1800
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.26			0.26	0.01	0.23			0.23	0.00	0.00			0.01	0.03	0.00			0.01
Crit Moves:		****				****									****	****				
Green/Cycle:	0.02	0.78			0.78	0.03	0.79			0.79	0.02	0.00			0.02	0.10	0.10			0.10
Volume/Cap:	0.29	0.34			0.34	0.34	0.29			0.29	0.16	0.00			0.34	0.34	0.01			0.06
Delay/Veh:	53.6	3.5			3.5	51.2	2.9			2.9	50.9	0.0			54.7	42.9	40.9			41.3
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	53.6	3.5			3.5	51.2	2.9			2.9	50.9	0.0			54.7	42.9	40.9			41.3
LOS by Move:	D	A			A	D	A			A	D	A			D	D	D			D
HCM2kAvgQ:		1			5		1			4		0			1		2			0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:30 Page 40-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.7
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	1	0	1	0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330																				
Base Vol:		0	1406		19		22	1384		0		0		0	0		26		0	35
Growth Adj:	1.00	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	1406		19		22	1384		0		0		0	0		26		0	35
User Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
PHF Volume:		0	1406		19		22	1384		0		0		0	0		26		0	35
Reduct Vol:		0	0		0		0	0		0		0		0	0		0		0	0
Reduced Vol:		0	1406		19		22	1384		0		0		0	0		26		0	35
PCE Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
MLF Adj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Final Vol.:		0	1406		19		22	1384		0		0		0	0		26		0	35
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.89	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95
Lanes:	0.00	2.96			0.04	1.00	3.00			0.00	0.00	0.00			0.00	1.00	1.00			1.00
Final Sat.:		0	5328		72		1700	5400		0		0		0	0		1700		1800	1800
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.26			0.26	0.01	0.26			0.00	0.00	0.00			0.00	0.02	0.00			0.02
Crit Moves:		****																		****
Green/Cycle:	0.00	0.89			0.89	0.89	0.89			0.00	0.00	0.00			0.00	0.07	0.00			0.07
Volume/Cap:	0.00	0.30			0.30	0.01	0.29			0.00	0.00	0.00			0.00	0.23	0.00			0.30
Delay/Veh:	0.0	0.8			0.8	0.6	0.8			0.0	0.0	0.0			0.0	45.4	0.0			45.9
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	0.0	0.8			0.8	0.6	0.8			0.0	0.0	0.0			0.0	45.4	0.0			45.9
LOS by Move:	A	A			A	A	A			A	A	A			A	D	A			D
HCM2kAvgQ:		0			2		0			2		0			0		1			1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:30 Page 41-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	78	1166	3	3	1241	155	186	7	122	3	4	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1166	3	3	1241	155	186	7	122	3	4	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1166	3	3	1241	155	186	7	122	3	4	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1166	3	3	1241	155	186	7	122	3	4	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1166	3	3	1241	155	186	7	122	3	4	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.67	0.33	1.93	0.07	1.00	0.43	0.57	1.00
Final Sat.:	1700	5400	1800	1700	4800	600	3373	127	1800	771	1029	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.00	0.26	0.26	0.06	0.06	0.07	0.00	0.00	0.01
Crit Moves:	****				****				****			****
Green/Cycle:	0.11	0.74	0.74	0.01	0.63	0.63	0.17	0.17	0.17	0.01	0.01	0.01
Volume/Cap:	0.41	0.29	0.00	0.29	0.41	0.41	0.33	0.33	0.41	0.29	0.29	0.41
Delay/Veh:	42.8	4.5	3.5	64.9	9.3	9.3	37.2	37.2	38.3	55.3	55.3	59.8
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:	42.8	4.5	3.5	64.9	9.3	9.3	37.2	37.2	38.3	55.3	55.3	59.8
LOS by Move:	D	A	A	E	A	A	D	D	D	E	E	E
HCM2kAvgQ:	3	4	0	0	8	8	3	3	4	1	1	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:30 Page 42-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1215-1315												
Base Vol:	209	1009	110	87	1088	138	118	599	74	123	860	54
Growth Adj:	1.00	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	1009	110	87	1088	138	118	599	74	123	860	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	1009	110	87	1088	138	118	599	74	123	860	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1009	110	87	1088	138	118	599	74	123	860	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	1009	110	87	1088	138	118	599	74	123	860	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.06	0.03	0.20	0.08	0.04	0.17	0.04	0.04	0.16	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.46	0.46	0.07	0.40	0.40	0.08	0.33	0.33	0.08	0.33	0.33
Volume/Cap:	0.51	0.41	0.13	0.41	0.51	0.19	0.48	0.51	0.12	0.51	0.48	0.09
Delay/Veh:	49.7	21.6	18.6	54.9	27.4	23.6	54.7	32.7	28.2	55.0	32.3	27.9
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:	49.7	21.6	18.6	54.9	27.4	23.6	54.7	32.7	28.2	55.0	32.3	27.9
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	9	2	2	11	3	3	9	2	3	9	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:30 Page 43-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	1	0		1	0	2	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300																								
Base Vol:	29	1295		15			20	1128		17			30		5		14		12		10		19	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	29	1295		15			20	1128		17			30		5		14		12		10		19	
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	29	1295		15			20	1128		17			30		5		14		12		10		19	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	29	1295		15			20	1128		17			30		5		14		12		10		19	
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	29	1295		15			20	1128		17			30		5		14		12		10		19	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.95		0.95		0.95		0.95		0.95		0.95	
Lanes:	1.00	2.97		0.03			1.00	2.96		0.04			0.86		0.14		1.00		0.55		0.45		1.00	
Final Sat.:	1700	5338		62			1700	5320		80			1543		257		1800		982		818		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.24		0.24			0.01	0.21		0.21			0.02		0.02		0.01		0.01		0.01		0.01	
Crit Moves:		****													****									
Green/Cycle:	0.89	0.89		0.89			0.89	0.89		0.89			0.07		0.07		0.07		0.07		0.07		0.07	
Volume/Cap:	0.02	0.27		0.27			0.01	0.24		0.24			0.27		0.27		0.11		0.17		0.17		0.15	
Delay/Veh:	0.6	0.8		0.8			0.6	0.8		0.8			45.1		45.1		43.8		44.3		44.3		44.1	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.6	0.8		0.8			0.6	0.8		0.8			45.1		45.1		43.8		44.3		44.3		44.1	
LOS by Move:	A	A		A			A	A		A			D		D		D		D		D		D	
HCM2kAvgQ:	0	2		2			0	2		2			1		1		1		1		1		1	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:31 Page 44-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.3
Optimal Cycle: 38 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	2	0	3	0	1		2	0	2	1	0		2	0	2	1	0		2	0	2	0	1	
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																								
Base Vol:	197	992		263			183	970		145			164	721		108			354	812		182		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	197	992		263			183	970		145			164	721		108			354	812		182		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	197	992		263			183	970		145			164	721		108			354	812		182		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	197	992		263			183	970		145			164	721		108			354	812		182		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Final Vol.:	197	992		263			183	970		145			164	721		108			354	812		182		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.84	0.95		0.95			0.84	0.95		0.95			0.84	0.95		0.95			0.84	0.95		0.95		
Lanes:	2.00	3.00		1.00			2.00	2.61		0.39			2.00	2.61		0.39			2.00	2.00		1.00		
Final Sat.:	3200	5400		1800			3200	4698		702			3200	4696		703			3200	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.18		0.15			0.06	0.21		0.21			0.05	0.15		0.15			0.11	0.23		0.10		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.11	0.35		0.35			0.11	0.35		0.35			0.09	0.28		0.28			0.20	0.39		0.39		
Volume/Cap:	0.58	0.52		0.42			0.52	0.58		0.58			0.58	0.56		0.56			0.56	0.58		0.26		
Delay/Veh:	53.8	31.3		30.1			52.0	32.0		32.0			55.8	37.7		37.7			44.4	29.8		25.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	53.8	31.3		30.1			52.0	32.0		32.0			55.8	37.7		37.7			44.4	29.8		25.3		
LOS by Move:	D	C		C			D	C		C			E	D		D			D	C		C		
HCM2kAvgQ:	5	10		8			4	12		12			4	10		10			8	13		5		

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:31 Page 45-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #44 Crenshaw Blvd/Jefferson St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 23 Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	0	2	1 0	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 14 May 2005 << 1230-1330																
Base Vol:	0	1239		79	82	1248		0	0		0	0	147		0	62
Growth Adj:	1.00	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	1239		79	82	1248		0	0		0	0	147		0	62
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	0	1239		79	82	1248		0	0		0	0	147		0	62
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1239		79	82	1248		0	0		0	0	147		0	62
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	0	1239		79	82	1248		0	0		0	0	147		0	62
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89		0.95	0.95	0.89		0.95	0.95
Lanes:	0.00	2.82		0.18	1.00	3.00		0.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	0	5076		324	1700	5400		0	0		0	0	1700		0	1800
Capacity Analysis Module:																
Vol/Sat:	0.00	0.24		0.24	0.05	0.23		0.00	0.00		0.00	0.00	0.09		0.00	0.03
Crit Moves:		****			****								****			
Green/Cycle:	0.00	0.61		0.61	0.12	0.73		0.00	0.00		0.00	0.00	0.21		0.00	0.21
Volume/Cap:	0.00	0.40		0.40	0.40	0.32		0.00	0.00		0.00	0.00	0.40		0.00	0.16
Delay/Veh:	0.0	10.4		10.4	42.0	5.0		0.0	0.0		0.0	0.0	34.5		0.0	32.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	10.4		10.4	42.0	5.0		0.0	0.0		0.0	0.0	34.5		0.0	32.1
LOS by Move:	A	B		B	D	A		A	A		A	A	C		A	C
HCM2kAvgQ:	0	7		7	3	5		0	0		0	0	5		0	2

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:31 Page 46-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #45 Crenshaw Blvd/Plaza Del Amo

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 22 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	3	0 0	0	0	2	1 0	1	0	1!	0 1	0	0	0	0 0
Volume Module: >> Count Date: 14 May 2005 << 1215-1315																
Base Vol:	91	1189		0	0	1225		135	126		0	98	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:	91	1189		0	0	1225		135	126		0	98	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	91	1189		0	0	1225		135	126		0	98	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	91	1189		0	0	1225		135	126		0	98	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
Final Vol.:	91	1189		0	0	1225		135	126		0	98	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.92		0.95	0.95	0.89		0.95	0.95
Lanes:	1.00	3.00		0.00	0.00	2.70		0.30	1.57		0.00	1.43	0.00		0.00	0.00
Final Sat.:	1700	5400		0	0	4864		536	2734		0	2573	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.05	0.22		0.00	0.00	0.25		0.25	0.05		0.00	0.04	0.00		0.00	0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.14	0.82		0.00	0.00	0.67		0.67	0.12		0.00	0.12	0.00		0.00	0.00
Volume/Cap:	0.37	0.27		0.00	0.00	0.37		0.37	0.37		0.00	0.31	0.00		0.00	0.00
Delay/Veh:	39.8	2.2		0.0	0.0	7.2		7.2	40.7		0.0	40.2	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:	39.8	2.2		0.0	0.0	7.2		7.2	40.7		0.0	40.2	0.0		0.0	0.0
LOS by Move:	D	A		A	A	A		A	D		A	D	A		A	A
HCM2kAvgQ:	3	3		0	0	6		6	3		0	2	0		0	0

****

Note: Queue reported is the number of cars per lane.

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EX MID WKEND Tue Nov 14, 2006 19:06:31 Page 47-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Crenshaw Blvd/Park Del Amo-Scroc Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.206
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.0
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	15	956	5	2	986	19	14	0	13	10	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	956	5	2	986	19	14	0	13	10	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	956	5	2	986	19	14	0	13	10	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	956	5	2	986	19	14	0	13	10	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	956	5	2	986	19	14	0	13	10	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.36	0.00	0.64
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	0	1800	643	0	1157
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.00	0.18	0.01	0.01	0.00	0.01	0.02	0.00	0.02
Crit Moves:					****					****		
Green/Cycle:	0.88	0.88	0.88	0.88	0.88	0.88	0.08	0.00	0.08	0.08	0.00	0.08
Volume/Cap:	0.01	0.20	0.00	0.00	0.21	0.01	0.11	0.00	0.10	0.21	0.00	0.21
Delay/Veh:	0.7	0.8	0.7	0.7	0.8	0.7	43.5	0.0	43.4	44.2	0.0	44.2
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:	0.7	0.8	0.7	0.7	0.8	0.7	43.5	0.0	43.4	44.2	0.0	44.2
LOS by Move:	A	A	A	A	A	A	D	A	D	D	A	D
HCM2kAvgQ:	0	2	0	0	2	0	1	0	0	1	0	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:31 Page 48-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.3
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1245-1345												
Base Vol:	211	566	106	98	778	56	181	1208	108	272	1520	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	566	106	98	778	56	181	1208	108	272	1520	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	566	106	98	778	56	181	1208	108	272	1520	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	566	106	98	778	56	181	1208	108	272	1520	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	211	566	106	98	778	56	181	1208	108	272	1520	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
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.:	3200	7200	1800	3200	5400	1800	3200	5400	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.06	0.03	0.14	0.03	0.06	0.22	0.06	0.09	0.21	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.27	0.27	0.11	0.26	0.26	0.12	0.40	0.40	0.15	0.44	0.44
Volume/Cap:	0.56	0.29	0.22	0.29	0.56	0.12	0.48	0.56	0.15	0.56	0.48	0.14
Delay/Veh:	51.7	34.6	34.0	50.0	39.0	34.1	50.5	27.9	22.9	48.5	24.1	20.3
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:	51.7	34.6	34.0	50.0	39.0	34.1	50.5	27.9	22.9	48.5	24.1	20.3
LOS by Move:	D	C	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	5	4	3	2	9	2	4	12	3	6	10	3

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	201	1806	49	65	1866	36	49	147	321	99	171	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1806	49	65	1866	36	49	147	321	99	171	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1806	49	65	1866	36	49	147	321	99	171	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1806	49	65	1866	36	49	147	321	99	171	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	201	1806	49	65	1866	36	49	147	321	99	171	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1700	5257	143	1700	5298	102	1700	1800	1800	1700	1321	479
Capacity Analysis Module:												
Vol/Sat:	0.12	0.34	0.34	0.04	0.35	0.35	0.03	0.08	0.18	0.06	0.13	0.13
Crit Moves:	****				****				****			
Green/Cycle:	0.17	0.61	0.61	0.07	0.51	0.51	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.69	0.56	0.56	0.56	0.69	0.69	0.11	0.32	0.69	0.23	0.50	0.50
Delay/Veh:	45.8	11.6	11.6	51.2	19.3	19.3	28.4	30.3	37.9	29.5	32.4	32.4
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:	45.8	11.6	11.6	51.2	19.3	19.3	28.4	30.3	37.9	29.5	32.4	32.4
LOS by Move:	D	B	B	D	B	B	C	C	D	C	C	C
HCM2kAvgQ:	8	12	12	3	16	16	1	4	11	3	7	7

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.2
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	2 0	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	25	1982	65	39	2207	22	63	0	35	71	11	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1982	65	39	2207	22	63	0	35	71	11	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1982	65	39	2207	22	63	0	35	71	11	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1982	65	39	2207	22	63	0	35	71	11	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	1982	65	39	2207	22	63	0	35	71	11	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	3.00	1.00	2.00	0.00	1.00	0.87	0.13	1.00
Final Sat.:	1700	5229	171	1700	5400	1800	3200	0	1800	1559	241	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.02	0.41	0.01	0.02	0.00	0.02	0.05	0.05	0.03
Crit Moves:					****		****			****		
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.04	0.00	0.04	0.09	0.09	0.09
Volume/Cap:	0.02	0.47	0.47	0.03	0.50	0.02	0.50	0.00	0.50	0.50	0.50	0.29
Delay/Veh:	1.8	3.0	3.0	1.8	3.1	1.8	50.4	0.0	52.5	45.9	45.9	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:	1.8	3.0	3.0	1.8	3.1	1.8	50.4	0.0	52.5	45.9	45.9	43.5
LOS by Move:	A	A	A	A	A	A	D	A	D	D	D	D
HCM2kAvgQ:	0	7	7	0	8	0	2	0	2	3	3	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:31 Page 51-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.9
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	72	1443	354	203	1769	338	329	583	131	457	641	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1443	354	203	1769	338	329	583	131	457	641	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1443	354	203	1769	338	329	583	131	457	641	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1443	354	203	1769	338	329	583	131	457	641	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	1443	354	203	1769	338	329	583	131	457	641	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.20	0.12	0.33	0.19	0.10	0.16	0.07	0.14	0.18	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.36	0.55	0.16	0.46	0.61	0.15	0.22	0.28	0.19	0.26	0.42
Volume/Cap:	0.71	0.74	0.36	0.74	0.71	0.31	0.68	0.74	0.26	0.74	0.68	0.33
Delay/Veh:	76.0	35.0	15.1	58.2	26.8	11.2	52.3	47.5	34.0	50.4	42.0	23.6
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:	76.0	35.0	15.1	58.2	26.8	11.2	52.3	47.5	34.0	50.4	42.0	23.6
LOS by Move:	E	D	B	E	C	B	D	D	C	D	D	C
HCM2kAvgQ:	4	17	7	10	19	6	8	12	4	11	12	6

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:32 Page 52-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module: >> Count Date: 23 Apr 2005 << 1215-1315												
Base Vol:	81	1552	0	0	2063	480	333	0	56	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:	81	1552	0	0	2063	480	333	0	56	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1552	0	0	2063	480	333	0	56	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1552	0	0	2063	480	333	0	56	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
Final Vol.:	81	1552	0	0	2063	480	333	0	56	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.75	0.00	0.25	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5400	1800	3056	0	442	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.00	0.38	0.27	0.11	0.00	0.13	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.72	0.72	0.00	0.00	0.72	0.72	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.07	0.40	0.00	0.00	0.53	0.37	0.46	0.00	0.53	0.00	0.00	0.00
Delay/Veh:	4.1	5.5	0.0	0.0	6.4	5.5	32.9	0.0	33.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	5.5	0.0	0.0	6.4	5.5	32.9	0.0	33.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	7	0	0	10	6	6	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:32 Page 53-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.236
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 87.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	1 0	3 0	1	1 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	661	1439	56	76	1244	720	371	32	898	37	20	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	661	1439	56	76	1244	720	371	32	898	37	20	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	661	1439	56	76	1244	720	371	32	898	37	20	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	661	1439	56	76	1244	720	371	32	898	37	20	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
Final Vol.:	661	1439	56	76	1244	720	371	32	898	37	20	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	2.89	0.11	1.00	3.00	1.00	1.85	0.15	1.00	1.32	0.68	1.00
Final Sat.:	3200	5198	202	1700	5400	1800	3222	278	1800	2271	1228	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.28	0.28	0.04	0.23	0.40	0.12	0.12	0.50	0.02	0.02	0.05
Crit Moves:	****					****			****			****
Green/Cycle:	0.17	0.42	0.42	0.07	0.32	0.32	0.40	0.40	0.40	0.04	0.04	0.04
Volume/Cap:	1.24	0.66	0.66	0.66	0.71	1.24	0.29	0.29	1.24	0.42	0.42	1.24
Delay/Veh:	171.4	28.4	28.4	67.3	37.1	160.9	24.2	24.2	153.5	58.5	58.5	241.8
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:	171.4	28.4	28.4	67.3	37.1	160.9	24.2	24.2	153.5	58.5	58.5	241.8
LOS by Move:	F	C	C	E	D	F	C	C	F	E	E	F
HCM2kAvgQ:	26	16	16	4	15	48	5	5	59	2	2	8

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:32 Page 54-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1! 0	0	1 0	1 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	74	1434	34	200	1407	193	538	190	59	51	99	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	1434	34	200	1407	193	538	190	59	51	99	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1434	34	200	1407	193	538	190	59	51	99	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1434	34	200	1407	193	538	190	59	51	99	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	1434	34	200	1407	193	538	190	59	51	99	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.64	0.36	1.53	0.36	0.11	1.00	1.00	1.00
Final Sat.:	1700	5275	125	1700	4749	651	2641	646	201	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.12	0.30	0.30	0.20	0.29	0.29	0.03	0.06	0.08
Crit Moves:		****		****					****			****
Green/Cycle:	0.06	0.33	0.33	0.14	0.41	0.41	0.36	0.36	0.36	0.09	0.09	0.09
Volume/Cap:	0.72	0.82	0.82	0.82	0.72	0.72	0.57	0.82	0.82	0.33	0.60	0.82
Delay/Veh:	67.9	34.1	34.1	61.7	25.7	25.7	26.6	35.2	35.2	43.9	50.0	72.2
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:	67.9	34.1	34.1	61.7	25.7	25.7	26.6	35.2	35.2	43.9	50.0	72.2
LOS by Move:	E	C	C	E	C	C	C	D	D	D	D	E
HCM2kAvgQ:	4	17	17	9	15	15	10	18	18	2	4	7

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:32 Page 55-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 69.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0	2	0	2	1	0
Volume Module: >> Count Date: 16 Apr 2005 << 1300-1400																				
Base Vol:	111	638	311		498	978	143		504	1247	93		457	1400	400	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	111	638	311		498	978	143		504	1247	93		457	1400	400	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	638	311		498	978	143		504	1247	93		457	1400	400	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	111	638	311		498	978	143		504	1247	93		457	1400	400	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	111	638	311		498	978	143		504	1247	93		457	1400	400	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.62	0.38		2.00	1.86	0.14		2.00	2.33	0.67	
Final Sat.:	1700	5400	1800		1700	4711	689		3200	3350	250		3200	4200	1200	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.17		0.29	0.21	0.21		0.16	0.37	0.37		0.14	0.33	0.33	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.11	0.16	0.16		0.28	0.34	0.34		0.16	0.35	0.35		0.14	0.33	0.33	
Volume/Cap:	0.62	0.72	1.05		1.05	0.62	0.62		1.00	1.05	1.05		1.05	1.00	1.00	
Delay/Veh:	57.6	50.4	116.4		98.6	33.9	33.9		91.0	78.4	78.4		109.0	61.6	61.6	
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:	57.6	50.4	116.4		98.6	33.9	33.9		91.0	78.4	78.4		109.0	61.6	61.6	
LOS by Move:	E	D	F		F	C	C		F	E	E		F	E	E	
HCM2kAvgQ:	5	9	18		29	13	13		16	35	35		16	30	30	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:32 Page 56-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1300-1400																				
Base Vol:	0	985	30		102	1415	0		0	0	0		27	0	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:	0	985	30		102	1415	0		0	0	0		27	0	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	985	30		102	1415	0		0	0	0		27	0	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	985	30		102	1415	0		0	0	0		27	0	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	985	30		102	1415	0		0	0	0		27	0	93	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.91	0.09		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	5240	160		1700	5400	0		0	0	0		1700	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.19		0.06	0.26	0.00		0.00	0.00	0.00		0.02	0.00	0.05	
Crit Moves:						****									****	
Green/Cycle:	0.00	0.80	0.80		0.80	0.80	0.00		0.00	0.00	0.00		0.16	0.00	0.16	
Volume/Cap:	0.00	0.23	0.23		0.07	0.33	0.00		0.00	0.00	0.00		0.10	0.00	0.33	
Delay/Veh:	0.0	2.4	2.4		2.1	2.7	0.0		0.0	0.0	0.0		36.2	0.0	38.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	2.4	2.4		2.1	2.7	0.0		0.0	0.0	0.0		36.2	0.0	38.0	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	3	3		1	4	0		0	0	0		1	0	3	

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	60	767	30	250	989	109	128	146	56	18	158	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	767	30	250	989	109	128	146	56	18	158	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	767	30	250	989	109	128	146	56	18	158	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	767	30	250	989	109	128	146	56	18	158	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	767	30	250	989	109	128	146	56	18	158	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5197	203	1700	4864	536	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.15	0.20	0.20	0.08	0.08	0.03	0.01	0.09	0.13
Crit Moves:		****		****								****
Green/Cycle:	0.10	0.33	0.33	0.32	0.55	0.55	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.37	0.45	0.45	0.45	0.37	0.37	0.26	0.28	0.11	0.04	0.30	0.45
Delay/Veh:	43.8	26.9	26.9	27.4	12.6	12.6	27.4	27.6	26.0	25.4	27.9	29.6
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:	43.8	26.9	26.9	27.4	12.6	12.6	27.4	27.6	26.0	25.4	27.9	29.6
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	7	7	7	7	7	3	4	1	0	4	7

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	146	49	85	268	95	115	293	1084	140	154	1074	313
Growth Adj:	1.00	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	49	85	268	95	115	293	1084	140	154	1074	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	49	85	268	95	115	293	1084	140	154	1074	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	49	85	268	95	115	293	1084	140	154	1074	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	49	85	268	95	115	293	1084	140	154	1074	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.05	0.16	0.03	0.06	0.17	0.20	0.08	0.05	0.20	0.17
Crit Moves:			****	****			****				****	
Green/Cycle:	0.19	0.08	0.08	0.25	0.14	0.14	0.28	0.48	0.48	0.11	0.32	0.32
Volume/Cap:	0.46	0.36	0.63	0.63	0.19	0.46	0.63	0.42	0.16	0.42	0.63	0.55
Delay/Veh:	37.1	44.5	50.6	36.2	38.2	40.9	34.4	17.1	14.9	42.0	29.8	29.3
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:	37.1	44.5	50.6	36.2	38.2	40.9	34.4	17.1	14.9	42.0	29.8	29.3
LOS by Move:	D	D	D	D	D	D	C	B	B	D	C	C
HCM2kAvgQ:	5	2	4	9	1	4	10	8	3	3	11	9

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:32 Page 59-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	267	0	121	3	0	9	25	1318	116	226	1339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	0	121	3	0	9	25	1318	116	226	1339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	0	121	3	0	9	25	1318	116	226	1339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	0	121	3	0	9	25	1318	116	226	1339	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
Final Vol.:	267	0	121	3	0	9	25	1318	116	226	1339	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.07	0.00	0.00	0.01	0.01	0.24	0.06	0.13	0.25	0.00
Crit Moves:	****										****	
Green/Cycle:	0.37	0.00	0.37	0.37	0.00	0.37	0.59	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.42	0.00	0.18	0.00	0.00	0.01	0.03	0.42	0.11	0.23	0.42	0.00
Delay/Veh:	23.8	0.0	21.3	19.7	0.0	19.8	8.6	11.3	9.1	9.9	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	0.0	21.3	19.7	0.0	19.8	8.6	11.3	9.1	9.9	11.4	0.0
LOS by Move:	C	A	C	B	A	B	A	B	A	A	B	A
HCM2kAvgQ:	7	0	3	0	0	0	0	8	2	4	8	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 60-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	0	0	0	261	0	169	227	1616	0	0	1697	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	261	0	169	227	1616	0	0	1697	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	261	0	169	227	1616	0	0	1697	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	261	0	169	227	1616	0	0	1697	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
Final Vol.:	0	0	0	261	0	169	227	1616	0	0	1697	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.13	0.30	0.00	0.00	0.31	0.10
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.40	0.40	0.00	0.00	0.42	0.54
Volume/Cap:	0.00	0.00	0.00	0.65	0.00	0.75	0.34	0.75	0.00	0.00	0.75	0.19
Delay/Veh:	0.0	0.0	0.0	45.6	0.0	55.6	21.2	27.4	0.0	0.0	26.2	11.8
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:	0.0	0.0	0.0	45.6	0.0	55.6	21.2	27.4	0.0	0.0	26.2	11.8
LOS by Move:	A	A	A	D	A	E	C	C	A	A	C	B
HCM2kAvgQ:	0	0	0	6	0	7	5	16	0	0	17	3

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 61-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[18.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Ignore				
Lanes:	1	1	1	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1215-1315																				
Base Vol:	0		4		4	24		0		42	25		549		0	1		581		34
Growth Adj:	1.00	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		4		4	24		0		42	25		549		0	1		581		34
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		0.00	
PHF Volume:	0		4		4	24		0		42	25		549		0	1		581		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Final Vol.:	0		4		4	24		0		42	25		549		0	1		581		0
Critical Gap Module:																				
Critical Gp:	xxxxx		6.5		6.9	7.5	xxxx		6.9		4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx		4.0		3.3	3.5	xxxx		3.3		2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	1182		275		910	xxxx		291		581	xxxx	xxxxx			549	xxxx	xxxxx		
Potent Cap.:	xxxx	191		729		233	xxxx		712		1003	xxxx	xxxxx			1031	xxxx	xxxxx		
Move Cap.:	xxxx	186		729		223	xxxx		712		1003	xxxx	xxxxx			1031	xxxx	xxxxx		
Volume/Cap:	xxxx	0.02		0.01		0.11	xxxx		0.06		0.02	xxxx	xxxx			0.00	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx		0.0	xxxxx		0.4	xxxx		0.2		0.1	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx		24.5	xxxxx		23.0	xxxx		10.4		8.7	xxxx	xxxxx			8.5	xxxx	xxxxx		
LOS by Move:	*		C		*	C	*		B		A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	186	xxxx		370		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx		0.0		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	24.5	xxxx		14.9		xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	C		*		B	*		*		*	*		*		*	*		*		*
ApproachDel:			18.3					15.0					xxxxxx					xxxxxx		
ApproachLOS:			C					B					*					*		

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 62-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	0	1	0	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module: >> Count Date: 14 May 2005 << 1300-1400																				
Base Vol:	12		32		75	57		21		60	55		1425		56	78		1692		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:	12		32		75	57		21		60	55		1425		56	78		1692		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:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	12		32		75	57		21		60	55		1425		56	78		1692		53
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	12		32		75	57		21		60	55		1425		56	78		1692		53
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	12		32		75	57		21		60	55		1425		56	78		1692		53
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.95	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95	
Lanes:	0.27	0.73		1.00		1.00	1.00		1.00		1.00	2.89		0.11		1.00	2.91		0.09	
Final Sat.:	491	1309		1800		1700	1800		1800		1700	5196		204		1700	5236		164	
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.02		0.04		0.03	0.01		0.03		0.03	0.27		0.27		0.05	0.32		0.32	
Crit Moves:				****							****						****			
Green/Cycle:	0.10	0.10		0.10		0.10	0.10		0.10		0.08	0.72		0.72		0.12	0.76		0.76	
Volume/Cap:	0.25	0.25		0.42		0.34	0.12		0.34		0.42	0.38		0.38		0.38	0.42		0.42	
Delay/Veh:	42.4	42.4		44.0		43.2	41.4		43.2		46.3	5.4		5.4		41.7	4.2		4.2	
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:	42.4	42.4		44.0		43.2	41.4		43.2		46.3	5.4		5.4		41.7	4.2		4.2	
LOS by Move:	D		D		D	D		D		D	D		A		A	D		A		A
HCM2kAvgQ:	2		2		3	2		1		2	2		6		6	3		7		7

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 63-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	1	0 0	0	0	2	0 1
Volume Module: >> Count Date: 30 Apr 2005 << 1215-1315																
Base Vol:	0	0	0	26	0	47	38	461	0	0	645	22				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	26	0	47	38	461	0	0	645	22				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	26	0	47	38	461	0	0	645	22				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	26	0	47	38	461	0	0	645	22				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	26	0	47	38	461	0	0	645	22				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95				
Lanes:	0.00	0.00	0.00	0.36	0.00	0.64	0.15	1.85	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	641	0	1159	274	3326	0	0	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.14	0.14	0.00	0.00	0.18	0.01				
Crit Moves:						****					****					
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.78	0.78	0.00	0.00	0.78	0.78				
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.23	0.18	0.18	0.00	0.00	0.23	0.02				
Delay/Veh:	0.0	0.0	0.0	35.6	0.0	35.6	2.8	2.8	0.0	0.0	2.9	2.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	35.6	0.0	35.6	2.8	2.8	0.0	0.0	2.9	2.4				
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	2	0	2	2	2	0	0	3	0				

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 64-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	1	0	0 1	1	0	0	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 14 May 2005 << 1215-1315																
Base Vol:	34	0	25	3	0	12	10	812	27	19	909	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	34	0	25	3	0	12	10	812	27	19	909	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	34	0	25	3	0	12	10	812	27	19	909	8				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	34	0	25	3	0	12	10	812	27	19	909	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	34	0	25	3	0	12	10	812	27	19	909	8				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95				
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	3500	0	1800	1700	0	1800	1700	3600	1800	1700	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.01	0.23	0.02	0.01	0.25	0.00				
Crit Moves:			****			****	****				****					
Green/Cycle:	0.05	0.00	0.05	0.02	0.00	0.02	0.02	0.81	0.81	0.04	0.83	0.83				
Volume/Cap:	0.21	0.00	0.30	0.08	0.00	0.30	0.30	0.28	0.02	0.28	0.30	0.01				
Delay/Veh:	46.6	0.0	48.2	48.8	0.0	52.4	53.5	2.3	1.8	48.8	1.9	1.4				
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:	46.6	0.0	48.2	48.8	0.0	52.4	53.5	2.3	1.8	48.8	1.9	1.4				
LOS by Move:	D	A	D	D	A	D	D	A	A	D	A	A				
HCM2kAvgQ:	1	0	1	0	0	1	1	3	0	1	3	0				

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 65-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.3
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 1	0	0 1	0 0	1	1 0	1 0	2	0 0
Volume Module: >> Count Date: 16 Apr 2005 << 1245-1345												
Base Vol:	0	0	0	0	0	33	0	1126	11	3	1182	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	33	0	1126	11	3	1182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	33	0	1126	11	3	1182	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	33	0	1126	11	3	1182	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
Final Vol.:	0	0	0	0	0	33	0	1126	11	3	1182	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	0	0	0	0	1800	1800	0	3565	35	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.32	0.32	0.00	0.33	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.91	0.91	0.91	0.91	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.35	0.35	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	48.3	0.0	0.7	0.7	0.4	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	48.3	0.0	0.7	0.7	0.4	0.7	0.0
LOS by Move:	A	A	A	A	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	1	0	3	3	0	3	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 66-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.184
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	0	0	0	69	0	61	100	436	0	0	490	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	69	0	61	100	436	0	0	490	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	61	100	436	0	0	490	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	61	100	436	0	0	490	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	69	0	61	100	436	0	0	490	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.06	0.12	0.00	0.00	0.14	0.05
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.74	0.74	0.00	0.00	0.74	0.74
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.15	0.08	0.16	0.00	0.00	0.18	0.07
Delay/Veh:	0.0	0.0	0.0	31.9	0.0	31.6	3.6	3.9	0.0	0.0	4.0	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.9	0.0	31.6	3.6	3.9	0.0	0.0	4.0	3.6
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	1	2	0	0	2	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:33 Page 67-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400																
Base Vol:	60	40	139		74	49	29		30	1067	58		98	1112	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:	60	40	139		74	49	29		30	1067	58		98	1112	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	40	139		74	49	29		30	1067	58		98	1112	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	40	139		74	49	29		30	1067	58		98	1112	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	60	40	139		74	49	29		30	1067	58		98	1112	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.60	0.40	1.00		0.60	0.40	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1080	720	1800		1083	717	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.08		0.07	0.07	0.02		0.02	0.30	0.03		0.06	0.31	0.04	
Crit Moves:			****											****		
Green/Cycle:	0.19	0.19	0.19		0.19	0.19	0.19		0.77	0.77	0.77		0.77	0.77	0.77	
Volume/Cap:	0.29	0.29	0.40		0.36	0.36	0.08		0.02	0.39	0.04		0.08	0.40	0.05	
Delay/Veh:	35.0	35.0	36.1		35.7	35.7	33.3		2.7	3.9	2.8		2.9	4.0	2.8	
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:	35.0	35.0	36.1		35.7	35.7	33.3		2.7	3.9	2.8		2.9	4.0	2.8	
LOS by Move:	D	D	D		D	D	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	3	4		4	4	1		0	6	0		1	6	1	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 68-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.5
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300																
Base Vol:	2	0	7		0	0	0		0	1021	3		4	1278	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:	2	0	7		0	0	0		0	1021	3		4	1278	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	0	7		0	0	0		0	1021	3		4	1278	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	0	7		0	0	0		0	1021	3		4	1278	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	
Final Vol.:	2	0	7		0	0	0		0	1021	3		4	1278	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1700	0	1800		0	0	0		0	3600	1800		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.28	0.00		0.00	0.36	0.00	
Crit Moves:			****											****		
Green/Cycle:	0.01	0.00	0.01		0.00	0.00	0.00		0.00	0.95	0.95		0.95	0.95	0.00	
Volume/Cap:	0.11	0.00	0.37		0.00	0.00	0.00		0.00	0.30	0.00		0.00	0.37	0.00	
Delay/Veh:	51.9	0.0	61.3		0.0	0.0	0.0		0.0	0.2	0.1		0.1	0.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.9	0.0	61.3		0.0	0.0	0.0		0.0	0.2	0.1		0.1	0.3	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	1		0	0	0		0	1	0		0	2	0	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 69-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 14 May 2005 << 1215-1315												
Base Vol:	122	0	104	1	0	0	1	764	67	69	825	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:	122	0	104	1	0	0	1	764	67	69	825	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	0	104	1	0	0	1	764	67	69	825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	104	1	0	0	1	764	67	69	825	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
Final Vol.:	122	0	104	1	0	0	1	764	67	69	825	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.55	0.00	1.45	1.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2692	0	2613	1700	0	0	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.21	0.04	0.04	0.23	0.00
Crit Moves:	****			****							****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.29	0.00	0.26	0.29	0.00	0.00	0.00	0.27	0.05	0.05	0.29	0.00
Delay/Veh:	37.6	0.0	37.3	92.1	0.0	0.0	2.4	3.0	2.5	2.5	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	0.0	37.3	92.1	0.0	0.0	2.4	3.0	2.5	2.5	3.1	0.0
LOS by Move:	D	A	D	F	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	2	0	0	0	0	3	0	1	4	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 70-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.213
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 7 May 2005 << 1230-1330												
Base Vol:	1	1	11	0	0	1	1	797	1	10	695	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:	1	1	11	0	0	1	1	797	1	10	695	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	11	0	0	1	1	797	1	10	695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	11	0	0	1	1	797	1	10	695	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
Final Vol.:	1	1	11	0	0	1	1	797	1	10	695	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	0	1800	1700	5393	7	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.15	0.15	0.01	0.19	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.03	0.03	0.03	0.00	0.00	0.03	0.00	0.88	0.88	0.03	0.91	0.00
Volume/Cap:	0.01	0.02	0.21	0.00	0.00	0.02	0.21	0.17	0.17	0.17	0.21	0.00
Delay/Veh:	47.3	47.3	49.5	0.0	0.0	47.3	71.2	0.9	0.9	48.2	0.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	47.3	49.5	0.0	0.0	47.3	71.2	0.9	0.9	48.2	0.6	0.0
LOS by Move:	D	D	D	A	A	D	E	A	A	D	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	1	1	0	1	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 71-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					Include					Ignore				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	1	0	3	0	1	2	0	3	1	0	1	1	0	1	0	1	0	2	0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330																				
Base Vol:	0	1213		250		121	1489		97		159	286			0	363	410			76
Growth Adj:	1.00	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	1213		250		121	1489		97		159	286			0	363	410			76
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00	1.00	1.00			0.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00	1.00	1.00			0.00
PHF Volume:	0	1213		250		121	1489		97		159	286			0	363	410			0
Reduct Vol:	0	0		0		0	0		0		0	0			0	0	0			0
Reduced Vol:	0	1213		250		121	1489		97		159	286			0	363	410			0
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00	1.00	1.00			0.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00	1.00	1.00			0.00
Final Vol.:	0	1213		250		121	1489		97		159	286			0	363	410			0
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900			1900	1900	1900			1900
Adjustment:	0.89	0.95		0.95		0.84	0.95		0.95		0.90	0.95			0.95	0.89	0.95			0.95
Lanes:	1.00	3.00		1.00		2.00	3.76		0.24		1.11	1.89			0.00	1.00	2.00			1.00
Final Sat.:	1700	5400		1800		3200	6760		440		1892	3404			0	1700	3600			1800
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.22		0.14		0.04	0.22		0.22		0.08	0.08			0.00	0.21	0.11			0.00
Crit Moves:		****				****						****				****				
Green/Cycle:	0.00	0.37		0.37		0.06	0.44		0.44		0.14	0.14			0.00	0.36	0.36			0.00
Volume/Cap:	0.00	0.60		0.37		0.60	0.50		0.50		0.60	0.60			0.00	0.60	0.32			0.00
Delay/Veh:	0.0	30.8		27.6		59.7	24.5		24.5		49.8	49.8			0.0	33.3	28.2			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:	0.0	30.8		27.6		59.7	24.5		24.5		49.8	49.8			0.0	33.3	28.2			0.0
LOS by Move:	A	C		C		E	C		C		D	D			A	C	C			A
HCM2kAvgQ:	0	13		7		4	11		11		6	6			0	13	6			0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 72-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	2	0	3	1	0	2	0	3	1	0	0	0	3	0	1	2	0	1	1	0
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330																				
Base Vol:	259	1494		323		87	1748		40		0	693		249		485	691			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:	259	1494		323		87	1748		40		0	693		249		485	691			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:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00
PHF Volume:	259	1494		323		87	1748		40		0	693		249		485	691			67
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0			0
Reduced Vol:	259	1494		323		87	1748		40		0	693		249		485	691			67
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00
Final Vol.:	259	1494		323		87	1748		40		0	693		249		485	691			67
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900			1900
Adjustment:	0.84	0.95		0.95		0.84	0.95		0.95		0.89	0.95		0.95		0.84	0.95			0.95
Lanes:	2.00	3.29		0.71		2.00	3.91		0.09		0.00	3.00		1.00		2.00	1.82			0.18
Final Sat.:	3200	5920		1280		3200	7039		161		0	5400		1800		3200	3282			318
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.25		0.25		0.03	0.25		0.25		0.00	0.13		0.14		0.15	0.21			0.21
Crit Moves:	****						****							****		****				
Green/Cycle:	0.12	0.44		0.44		0.05	0.37		0.37		0.00	0.20		0.20		0.22	0.43			0.43
Volume/Cap:	0.68	0.57		0.57		0.57	0.68		0.68		0.00	0.63		0.68		0.68	0.49			0.49
Delay/Veh:	55.3	25.4		25.4		61.2	32.6		32.6		0.0	44.7		49.0		45.1	25.0			25.0
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:	55.3	25.4		25.4		61.2	32.6		32.6		0.0	44.7		49.0		45.1	25.0			25.0
LOS by Move:	E	C		C		E	C		C		A	D		D		D	C			C
HCM2kAvgQ:	7	13		13		3	15		15		0	9		10		11	11			11

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 73-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.1
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	1	0	1	0	4	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330																				
Base Vol:	478	1541	5		94	2123	87		344	0	74		29	21	8					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	478	1541	5		94	2123	87		344	0	74		29	21	8					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	478	1541	5		94	2123	87		344	0	74		29	21	8					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	478	1541	5		94	2123	87		344	0	74		29	21	8					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	478	1541	5		94	2123	87		344	0	74		29	21	8					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.84	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95		0.95	0.95	0.95					
Lanes:	2.00	3.99	0.01		1.00	4.00	1.00		2.00	0.00	1.00		0.58	0.42	1.00					
Final Sat.:	3200	7177	23		1700	7200	1800		3500	0	1800		1044	756	1800					
Capacity Analysis Module:																				
Vol/Sat:	0.15	0.21	0.21		0.06	0.29	0.05		0.10	0.00	0.04		0.03	0.03	0.00					
Crit Moves:	****					****			****					****						
Green/Cycle:	0.24	0.56	0.56		0.14	0.47	0.47		0.16	0.00	0.16		0.04	0.04	0.04					
Volume/Cap:	0.63	0.39	0.39		0.39	0.63	0.10		0.63	0.00	0.27		0.63	0.63	0.10					
Delay/Veh:	36.1	12.5	12.5		39.8	20.7	15.1		42.0	0.0	37.7		62.7	62.7	46.5					
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:	36.1	12.5	12.5		39.8	20.7	15.1		42.0	0.0	37.7		62.7	62.7	46.5					
LOS by Move:	D	B	B		D	C	B		D	A	D		E	E	D					
HCM2kAvgQ:	9	7	7		3	13	2		6	0	2		3	3	0					

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 74-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	1	0	1	0	3	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330																				
Base Vol:	86	1983	17		57	2400	17		39	0	15		51	10	16					
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Initial Bse:	86	1983	17		57	2400	17		39	0	15		51	10	16					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	86	1983	17		57	2400	17		39	0	15		51	10	16					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	86	1983	17		57	2400	17		39	0	15		51	10	16					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Final Vol.:	86	1983	17		57	2400	17		39	0	15		51	10	16					
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900					
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95					
Lanes:	1.00	3.97	0.03		1.00	3.97	0.03		1.00	2.00	1.00		1.00	1.00	1.00					
Final Sat.:	1700	7139	61		1700	7149	51		1700	3600	1800		1700	1800	1800					
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.28	0.28		0.03	0.34	0.34		0.02	0.00	0.01		0.03	0.01	0.01					
Crit Moves:	****					****							****							
Green/Cycle:	0.11	0.77	0.77		0.09	0.75	0.75		0.07	0.00	0.07		0.07	0.07	0.07					
Volume/Cap:	0.45	0.36	0.36		0.36	0.45	0.45		0.34	0.00	0.12		0.45	0.08	0.13					
Delay/Veh:	51.3	4.3	4.3		52.4	5.6	5.6		55.2	0.0	53.1		56.6	52.6	53.0					
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:	51.3	4.3	4.3		52.4	5.6	5.6		55.2	0.0	53.1		56.6	52.6	53.0					
LOS by Move:	D	A	A		D	A	A		E	A	D		E	D	D					
HCM2kAvgQ:	4	6	6		3	9	9		2	0	1		3	0	1					

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:34 Page 75-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330												
Base Vol:	75	1966	29	48	2385	11	23	4	5	28	5	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1966	29	48	2385	11	23	4	5	28	5	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1966	29	48	2385	11	23	4	5	28	5	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1966	29	48	2385	11	23	4	5	28	5	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	1966	29	48	2385	11	23	4	5	28	5	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.94	0.06	1.00	3.98	0.02	0.85	0.15	1.00	0.85	0.15	1.00
Final Sat.:	1700	7095	105	1700	7167	33	1533	267	1800	1527	273	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.03	0.33	0.33	0.02	0.02	0.00	0.02	0.02	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.80	0.80	0.08	0.77	0.77	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.43	0.35	0.35	0.35	0.43	0.43	0.35	0.35	0.07	0.43	0.43	0.18
Delay/Veh:	43.8	2.9	2.9	45.0	3.9	3.9	49.3	49.3	46.3	50.5	50.5	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	2.9	2.9	45.0	3.9	3.9	49.3	49.3	46.3	50.5	50.5	47.3
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	2	7	7	1	1	0	2	2	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:35 Page 76-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
Optimal Cycle: 53 Level Of Service: D

Approach:	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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330												
Base Vol:	311	1797	264	103	1585	210	232	575	484	295	507	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1797	264	103	1585	210	232	575	484	295	507	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	1797	264	103	1585	210	232	575	484	295	507	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1797	264	103	1585	210	232	575	484	295	507	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	311	1797	264	103	1585	210	232	575	484	295	507	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.15	0.03	0.22	0.12	0.07	0.16	0.27	0.09	0.14	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.39	0.51	0.05	0.30	0.30	0.17	0.37	0.37	0.13	0.33	0.33
Volume/Cap:	0.73	0.65	0.29	0.65	0.73	0.39	0.43	0.43	0.73	0.73	0.43	0.15
Delay/Veh:	56.0	30.6	16.8	64.8	38.6	33.5	45.2	28.6	36.6	56.9	31.8	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:	56.0	30.6	16.8	64.8	38.6	33.5	45.2	28.6	36.6	56.9	31.8	28.7
LOS by Move:	E	C	B	E	D	C	D	C	D	E	C	C
HCM2kAvgQ:	8	15	6	3	15	6	5	8	17	8	8	2

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	4	0	1	2	0	3	1	0	0	1	0	0	1	0	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400																		
Base Vol:	21	1670		86	315	1717		27	16		12	12	65		10	275
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	21	1670		86	315	1717		27	16		12	12	65		10	275
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	21	1670		86	315	1717		27	16		12	12	65		10	275
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	21	1670		86	315	1717		27	16		12	12	65		10	275
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	21	1670		86	315	1717		27	16		12	12	65		10	275
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.89	0.95		0.95	0.84	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	1.00	4.00		1.00	2.00	3.94		0.06	0.57		0.43	1.00	0.87		0.13	1.00
Final Sat.:	1700	7200		1800	3200	7089		111	1029		771	1800	1560		240	1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.23		0.05	0.10	0.24		0.24	0.02		0.02	0.01	0.04		0.04	0.15
Crit Moves:		****			****											****
Green/Cycle:	0.03	0.45		0.45	0.19	0.61		0.61	0.30		0.30	0.30	0.30		0.30	0.30
Volume/Cap:	0.40	0.51		0.11	0.51	0.40		0.40	0.05		0.05	0.02	0.14		0.14	0.51
Delay/Veh:	52.3	19.7		15.9	37.0	10.0		10.0	25.1		25.1	24.9	25.9		25.9	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:	52.3	19.7		15.9	37.0	10.0		10.0	25.1		25.1	24.9	25.9		25.9	30.0
LOS by Move:	D	B		B	D	B		B	C		C	C	C		C	C
HCM2kAvgQ:	1	10		2	6	7		7	1		1	0	2		2	8

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	4	0	1	2	0	3	1	0	0	1	0	0	1	0	1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1245-1345																		
Base Vol:	44	1990		183	195	1775		16	17		32	40	192		35	226
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	44	1990		183	195	1775		16	17		32	40	192		35	226
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	44	1990		183	195	1775		16	17		32	40	192		35	226
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	44	1990		183	195	1775		16	17		32	40	192		35	226
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	44	1990		183	195	1775		16	17		32	40	192		35	226
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.89	0.95		0.95	0.84	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	1.00	4.00		1.00	2.00	3.96		0.04	0.35		0.65	1.00	0.85		0.15	1.00
Final Sat.:	1700	7200		1800	3200	7136		64	624		1176	1800	1526		278	1796
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28		0.10	0.06	0.25		0.25	0.03		0.03	0.02	0.13		0.13	0.13
Crit Moves:		****			****										****	
Green/Cycle:	0.06	0.55		0.55	0.12	0.61		0.61	0.25		0.25	0.25	0.25		0.25	0.25
Volume/Cap:	0.41	0.50		0.19	0.50	0.41		0.41	0.11		0.11	0.09	0.50		0.50	0.50
Delay/Veh:	47.6	14.2		11.4	42.2	10.3		10.3	29.0		29.0	28.9	32.6		32.6	32.6
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:	47.6	14.2		11.4	42.2	10.3		10.3	29.0		29.0	28.9	32.6		32.6	32.6
LOS by Move:	D	B		B	D	B		B	C		C	C	C		C	C
HCM2kAvgQ:	2	10		3	4	8		8	1		1	1	7		7	7

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:35 Page 79-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.9
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	156	1984	129	111	2077	105	199	284	96	227	351	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:	156	1984	129	111	2077	105	199	284	96	227	351	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1984	129	111	2077	105	199	284	96	227	351	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1984	129	111	2077	105	199	284	96	227	351	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	156	1984	129	111	2077	105	199	284	96	227	351	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.76	0.24	2.00	3.81	0.19	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6760	440	3200	6854	346	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.03	0.30	0.30	0.06	0.08	0.05	0.07	0.10	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.59	0.59	0.07	0.51	0.51	0.10	0.14	0.14	0.13	0.16	0.23
Volume/Cap:	0.59	0.49	0.49	0.49	0.59	0.59	0.59	0.56	0.38	0.56	0.59	0.22
Delay/Veh:	50.9	14.1	14.1	55.4	20.9	20.9	54.2	49.4	47.6	50.9	48.1	37.4
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:	50.9	14.1	14.1	55.4	20.9	20.9	54.2	49.4	47.6	50.9	48.1	37.4
LOS by Move:	D	B	B	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	7	12	12	3	15	15	5	6	4	5	7	3

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:35 Page 80-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	56	1935	36	44	2186	46	38	47	53	39	39	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1935	36	44	2186	46	38	47	53	39	39	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1935	36	44	2186	46	38	47	53	39	39	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1935	36	44	2186	46	38	47	53	39	39	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	1935	36	44	2186	46	38	47	53	39	39	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.93	0.07	1.00	3.92	0.08	1.00	0.47	0.53	1.00	0.52	0.48
Final Sat.:	1700	7068	132	1700	7052	148	1700	846	954	1700	936	864
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.03	0.31	0.31	0.02	0.06	0.06	0.02	0.04	0.04
Crit Moves:	****				****			****				
Green/Cycle:	0.08	0.72	0.72	0.07	0.72	0.72	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.43	0.38	0.38	0.38	0.43	0.43	0.17	0.43	0.43	0.18	0.32	0.32
Delay/Veh:	46.5	5.3	5.3	46.6	5.9	5.9	39.2	41.5	41.5	39.3	40.5	40.5
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:	46.5	5.3	5.3	46.6	5.9	5.9	39.2	41.5	41.5	39.3	40.5	40.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	2	7	7	1	3	3	1	2	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:35 Page 81-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1245-1345												
Base Vol:	204	2873	144	66	3203	50	65	60	174	153	47	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:	204	2873	144	66	3203	50	65	60	174	153	47	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2873	144	66	3203	50	65	60	174	153	47	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2873	144	66	3203	50	65	60	174	153	47	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	204	2873	144	66	3203	50	65	60	174	153	47	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.81	0.19	1.00	3.94	0.06	1.00	0.26	0.74	1.00	0.39	0.61
Final Sat.:	1700	6856	344	1700	7089	111	1700	462	1338	1700	711	1089
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.42	0.04	0.45	0.45	0.04	0.13	0.13	0.09	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.16	0.69	0.69	0.06	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.76	0.61	0.61	0.61	0.76	0.76	0.22	0.76	0.76	0.53	0.39	0.39
Delay/Veh:	52.5	8.7	8.7	55.5	16.0	16.0	36.2	50.3	50.3	39.6	37.7	37.7
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:	52.5	8.7	8.7	55.5	16.0	16.0	36.2	50.3	50.3	39.6	37.7	37.7
LOS by Move:	D	A	A	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	9	13	13	3	21	21	2	9	9	5	4	4

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 82-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 48.3
Optimal Cycle: 145 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1245-1345												
Base Vol:	421	2452	161	494	2774	267	554	946	417	264	710	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	2452	161	494	2774	267	554	946	417	264	710	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	2452	161	494	2774	267	554	946	417	264	710	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	2452	161	494	2774	267	554	946	417	264	710	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	421	2452	161	494	2774	267	554	946	417	264	710	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.30	0.70
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5400	1800	3200	4136	1264
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.09	0.15	0.39	0.15	0.17	0.18	0.23	0.08	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.38	0.38	0.17	0.41	0.41	0.18	0.27	0.27	0.10	0.18	0.18
Volume/Cap:	0.94	0.90	0.24	0.90	0.94	0.36	0.94	0.65	0.86	0.86	0.94	0.94
Delay/Veh:	79.1	39.7	25.6	66.5	40.9	24.8	71.5	39.7	55.5	73.8	64.6	64.6
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:	79.1	39.7	25.6	66.5	40.9	24.8	71.5	39.7	55.5	73.8	64.6	64.6
LOS by Move:	E	D	C	E	D	C	E	D	E	E	E	E
HCM2kAvgQ:	13	26	4	14	31	7	16	12	18	8	16	16

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 83-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	0 1	0 0	1	1 1	0 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	115	2139	44	80	2153	54	54	14	168	51	32	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	2139	44	80	2153	54	54	14	168	51	32	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	2139	44	80	2153	54	54	14	168	51	32	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2139	44	80	2153	54	54	14	168	51	32	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	2139	44	80	2153	54	54	14	168	51	32	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.79	0.21	1.00	1.25	0.75	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	1429	371	1800	2150	1349	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.02	0.03	0.30	0.03	0.04	0.04	0.09	0.02	0.02	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.08	0.67	0.67	0.06	0.65	0.65	0.12	0.12	0.20	0.05	0.05	0.11
Volume/Cap:	0.46	0.44	0.04	0.44	0.46	0.05	0.30	0.30	0.46	0.46	0.46	0.30
Delay/Veh:	45.5	7.9	5.7	47.4	9.0	6.4	40.6	40.6	36.1	48.0	48.0	42.0
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:	45.5	7.9	5.7	47.4	9.0	6.4	40.6	40.6	36.1	48.0	48.0	42.0
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	8	0	2	9	1	2	2	5	2	2	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 84-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	60	2189	75	161	2150	36	21	9	34	110	15	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2189	75	161	2150	36	21	9	34	110	15	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2189	75	161	2150	36	21	9	34	110	15	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2189	75	161	2150	36	21	9	34	110	15	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	2189	75	161	2150	36	21	9	34	110	15	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.87	0.13	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6961	239	3200	7200	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.05	0.30	0.02	0.01	0.01	0.02	0.06	0.01	0.08
Crit Moves:		****		****								****
Green/Cycle:	0.08	0.66	0.66	0.11	0.68	0.68	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.44	0.48	0.48	0.48	0.44	0.03	0.08	0.03	0.12	0.41	0.05	0.48
Delay/Veh:	46.1	8.7	8.7	43.2	7.3	5.2	36.0	35.6	36.3	38.9	35.8	39.5
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:	46.1	8.7	8.7	43.2	7.3	5.2	36.0	35.6	36.3	38.9	35.8	39.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	3	8	0	1	0	1	4	0	5

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 85-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.2
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	113	2591	262	518	2314	60	100	415	50	345	425	355
Growth Adj:	1.00	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	2591	262	518	2314	60	100	415	50	345	425	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	2591	262	518	2314	60	100	415	50	345	425	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2591	262	518	2314	60	100	415	50	345	425	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	2591	262	518	2314	60	100	415	50	345	425	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.90	0.10	1.00	1.78	0.22	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	3200	7018	182	1700	3213	387	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.15	0.16	0.33	0.33	0.06	0.13	0.13	0.11	0.08	0.20
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.43	0.43	0.19	0.52	0.52	0.07	0.17	0.17	0.14	0.24	0.24
Volume/Cap:	0.63	0.83	0.34	0.83	0.63	0.63	0.83	0.77	0.77	0.77	0.33	0.83
Delay/Veh:	58.7	32.3	22.9	55.9	20.9	20.9	91.9	53.8	53.8	57.8	38.1	56.7
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:	58.7	32.3	22.9	55.9	20.9	20.9	91.9	53.8	53.8	57.8	38.1	56.7
LOS by Move:	E	C	C	E	C	C	F	D	D	E	D	E
HCM2kAvgQ:	6	24	7	13	17	17	6	10	10	9	5	15

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 86-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	1 0	0 1	0	0 1	0 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	111	2358	98	334	2088	121	163	56	104	168	38	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	2358	98	334	2088	121	163	56	104	168	38	79
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	2358	0	334	2088	121	163	56	104	168	38	79
Reduct Vol:	0	0	0	0	0.	0	0	0	0	0	0	0
Reduced Vol:	111	2358	0	334	2088	121	163	56	104	168	38	79
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	2358	0	334	2088	121	163	56	104	168	38	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.35	0.65	1.00	0.32	0.68
Final Sat.:	3200	7200	1800	3200	7200	1800	1700	630	1170	1800	585	1215
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.00	0.10	0.29	0.07	0.10	0.09	0.09	0.09	0.07	0.07
Crit Moves:		****		****			****					
Green/Cycle:	0.08	0.57	0.00	0.18	0.67	0.67	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.43	0.57	0.00	0.57	0.43	0.10	0.57	0.53	0.53	0.56	0.39	0.39
Delay/Veh:	45.0	13.9	0.0	38.8	7.6	5.8	41.2	39.9	39.9	39.6	37.4	37.4
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:	45.0	13.9	0.0	38.8	7.6	5.8	41.2	39.9	39.9	39.6	37.4	37.4
LOS by Move:	D	B	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	12	0	6	8	1	6	5	5	6	4	4

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 87-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.093
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 67.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 1	0	2 0	2 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1215-1315												
Base Vol:	361	2492	670	363	1829	151	275	628	123	1208	1252	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	2492	670	363	1829	151	275	628	123	1208	1252	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	361	2492	670	363	1829	151	275	628	123	1208	1252	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	2492	670	363	1829	151	275	628	123	1208	1252	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	361	2492	670	363	1829	151	275	628	123	1208	1252	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.51	0.49	2.00	2.47	0.53
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	4516	884	3200	4454	946
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.37	0.11	0.25	0.08	0.09	0.14	0.14	0.38	0.28	0.28
Crit Moves:			****	****				****		****		
Green/Cycle:	0.14	0.34	0.34	0.10	0.31	0.31	0.11	0.13	0.13	0.35	0.36	0.36
Volume/Cap:	0.83	1.02	1.09	1.09	0.83	0.27	0.78	1.09	1.09	1.09	0.78	0.78
Delay/Veh:	62.6	62.0	104.0	130.5	41.2	31.7	62.3	115	115.0	95.5	36.0	36.0
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:	62.6	62.0	104.0	130.5	41.2	31.7	62.3	115	115.0	95.5	36.0	36.0
LOS by Move:	E	E	F	F	D	C	E	F	F	F	D	D
HCM2kAvgQ:	10	32	37	14	19	4	8	16	16	38	19	19

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 88-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1300-1400												
Base Vol:	57	2249	96	275	2129	39	57	60	11	64	51	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2249	96	275	2129	39	57	60	11	64	51	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	2249	96	275	2129	39	57	60	11	64	51	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2249	96	275	2129	39	57	60	11	64	51	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	2249	96	275	2129	39	57	60	11	64	51	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.84	0.16	1.00	3.93	0.07	0.49	0.51	1.00	0.56	0.44	1.00
Final Sat.:	1700	6905	295	1700	7070	130	877	923	1800	1002	798	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.16	0.30	0.30	0.07	0.07	0.01	0.06	0.06	0.05
Crit Moves:		****		****				****				
Green/Cycle:	0.08	0.54	0.54	0.27	0.73	0.73	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.41	0.60	0.60	0.60	0.41	0.41	0.60	0.60	0.06	0.59	0.59	0.46
Delay/Veh:	45.7	15.8	15.8	34.1	5.3	5.3	47.7	47.7	40.1	47.2	47.2	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:	45.7	15.8	15.8	34.1	5.3	5.3	47.7	47.7	40.1	47.2	47.2	43.6
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	13	13	9	7	7	5	5	0	4	4	3

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 89-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.1
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1215-1315												
Base Vol:	188	1943	67	470	1555	80	145	407	112	153	357	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	1943	67	470	1555	80	145	407	112	153	357	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1943	67	470	1555	80	145	407	112	153	357	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1943	67	470	1555	80	145	407	112	153	357	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	1943	67	470	1555	80	145	407	112	153	357	489
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.87	0.13	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6960	240	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.28	0.15	0.29	0.04	0.09	0.11	0.06	0.09	0.10	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.14	0.33	0.33	0.18	0.37	0.37	0.10	0.24	0.24	0.19	0.32	0.32
Volume/Cap:	0.78	0.84	0.84	0.84	0.78	0.12	0.84	0.48	0.26	0.48	0.31	0.84
Delay/Veh:	65.3	39.9	39.9	58.7	35.9	25.2	81.7	39.8	37.6	44.5	30.6	48.1
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:	65.3	39.9	39.9	58.7	35.9	25.2	81.7	39.8	37.6	44.5	30.6	48.1
LOS by Move:	E	D	D	E	D	C	F	D	D	D	C	D
HCM2kAvgQ:	9	20	20	12	19	2	8	7	4	6	5	20

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:36 Page 90-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 0	1	1 0	0 1	0	1 0	0 1	1
Volume Module: >> Count Date: 30 Apr 2005 << 1300-1400												
Base Vol:	18	1623	120	241	1549	10	19	8	7	223	4	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1623	120	241	1549	10	19	8	7	223	4	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1623	120	241	1549	10	19	8	7	223	4	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1623	120	241	1549	10	19	8	7	223	4	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	1623	120	241	1549	10	19	8	7	223	4	511
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.72	0.28	1.00	3.00	1.00	1.00	0.53	0.47	1.00	0.02	1.98
Final Sat.:	1700	6704	496	1700	5400	1800	1700	960	840	1700	28	3572
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.14	0.29	0.01	0.01	0.01	0.01	0.13	0.14	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.41	0.41	0.24	0.63	0.63	0.02	0.02	0.02	0.24	0.24	0.49
Volume/Cap:	0.45	0.59	0.59	0.59	0.45	0.01	0.59	0.44	0.44	0.54	0.59	0.29
Delay/Veh:	65.9	27.6	27.6	42.4	11.6	8.2	83.4	66.9	66.9	40.9	41.1	18.6
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:	65.9	27.6	27.6	42.4	11.6	8.2	83.4	66.9	66.9	40.9	41.1	18.6
LOS by Move:	E	C	C	D	B	A	F	E	E	D	D	B
HCM2kAvgQ:	1	13	13	9	10	0	2	1	1	8	9	6

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 91-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 51.9
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	1	0	2	0	3	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330																				
Base Vol:	273	932	135		446	958	365		399	1128	308		235	1062	393	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	273	932	135		446	958	365		399	1128	308		235	1062	393	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	273	932	135		446	958	365		399	1128	308		235	1062	393	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	273	932	135		446	958	365		399	1128	308		235	1062	393	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	273	932	135		446	958	365		399	1128	308		235	1062	393	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	2.00	2.62	0.38		2.00	3.00	1.00		1.00	2.36	0.64		1.00	2.19	0.81	
Final Sat.:	3200	4717	683		3200	5400	1800		1700	4242	1158		1700	3941	1459	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.20	0.20		0.14	0.18	0.20		0.23	0.27	0.27		0.14	0.27	0.27	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.11	0.21	0.21		0.15	0.25	0.25		0.25	0.35	0.35		0.18	0.29	0.29	
Volume/Cap:	0.80	0.93	0.93		0.93	0.70	0.80		0.93	0.75	0.75		0.75	0.93	0.93	
Delay/Veh:	64.8	60.2	60.2		76.2	42.2	51.5		71.7	35.7	35.7		55.9	52.4	52.4	
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:	64.8	60.2	60.2		76.2	42.2	51.5		71.7	35.7	35.7		55.9	52.4	52.4	
LOS by Move:	E	E	E		E	D	D		E	D	D		E	D	D	
HCM2kAvgQ:	8	18	18		13	12	15		20	17	17		11	23	23	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 92-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module: >> Count Date: 7 May 2005 << 1230-1330																				
Base Vol:	14	1284	7		53	1401	16		16	16	23		22	17	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1284	7		53	1401	16		16	16	23		22	17	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1284	7		53	1401	16		16	16	23		22	17	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1284	7		53	1401	16		16	16	23		22	17	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	14	1284	7		53	1401	16		16	16	23		22	17	17	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	2.98	0.02		1.00	2.97	0.03		0.50	0.50	1.00		0.56	0.44	1.00	
Final Sat.:	1700	5371	29		1700	5339	61		900	900	1800		1015	785	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.24		0.03	0.26	0.26		0.02	0.02	0.01		0.02	0.02	0.01	
Crit Moves:						****								****		
Green/Cycle:	0.89	0.89	0.89		0.89	0.89	0.89		0.07	0.07	0.07		0.07	0.07	0.07	
Volume/Cap:	0.01	0.27	0.27		0.04	0.30	0.30		0.24	0.24	0.17		0.30	0.30	0.13	
Delay/Veh:	0.6	0.9	0.9		0.7	0.9	0.9		44.7	44.7	44.1		45.2	45.2	43.8	
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:	0.6	0.9	0.9		0.7	0.9	0.9		44.7	44.7	44.1		45.2	45.2	43.8	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	2	2		0	3	3		1	1	1		1	1	1	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 93-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 1	0	1 0	1 0	1
Volume Module: >> Count Date: 7 May 2005 << 1230-1330												
Base Vol:	85	1220	77	38	1382	16	10	37	110	94	23	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1220	77	38	1382	16	10	37	110	94	23	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	1220	77	38	1382	16	10	37	110	94	23	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1220	77	38	1382	16	10	37	110	94	23	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	1220	77	38	1382	16	10	37	110	94	23	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.82	0.18	1.00	2.97	0.03	0.21	0.79	1.00	1.00	1.00	1.00
Final Sat.:	1700	5079	321	1700	5338	62	383	1417	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.02	0.26	0.26	0.03	0.03	0.06	0.06	0.01	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.72	0.72	0.07	0.66	0.66	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.39	0.33	0.33	0.33	0.39	0.39	0.17	0.17	0.39	0.36	0.08	0.24
Delay/Veh:	41.3	5.3	5.3	46.3	8.0	8.0	36.7	36.7	38.6	38.6	36.3	37.5
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:	41.3	5.3	5.3	46.3	8.0	8.0	36.7	36.7	38.6	38.6	36.3	37.5
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	5	5	2	7	7	1	1	4	3	1	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 94-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module: >> Count Date: 7 May 2005 << 1215-1315												
Base Vol:	39	1208	19	24	1337	213	170	8	35	5	2	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1208	19	24	1337	213	170	8	35	5	2	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1208	19	24	1337	213	170	8	35	5	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1208	19	24	1337	213	170	8	35	5	2	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	1208	19	24	1337	213	170	8	35	5	2	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	0.96	0.04	1.00	0.71	0.29	1.00
Final Sat.:	1700	5400	1800	1700	4658	742	1719	81	1800	1286	514	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.01	0.01	0.29	0.29	0.10	0.10	0.02	0.00	0.00	0.01
Crit Moves:					****			****				
Green/Cycle:	0.71	0.71	0.71	0.71	0.71	0.71	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.03	0.31	0.01	0.02	0.40	0.40	0.40	0.40	0.08	0.02	0.02	0.06
Delay/Veh:	4.2	5.3	4.1	4.2	5.8	5.8	32.1	32.1	29.1	28.5	28.5	28.9
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:	4.2	5.3	4.1	4.2	5.8	5.8	32.1	32.1	29.1	28.5	28.5	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	0	7	7	5	5	1	0	0	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 95-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	0 1	0 0	1	1 0	0 1	1
Volume Module: >> Count Date: 7 May 2005 << 1230-1330												
Base Vol:	9	928	103	262	1121	11	17	3	1	89	4	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	928	103	262	1121	11	17	3	1	89	4	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	928	103	262	1121	11	17	3	1	89	4	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	928	103	262	1121	11	17	3	1	89	4	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	928	103	262	1121	11	17	3	1	89	4	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.98	0.02	0.85	0.15	1.00	1.00	0.03	1.97
Final Sat.:	1700	3600	1800	3200	3565	35	1530	270	1800	1700	45	3555
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.06	0.08	0.31	0.31	0.01	0.01	0.00	0.05	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.57	0.57	0.18	0.73	0.73	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.43	0.46	0.10	0.46	0.43	0.43	0.06	0.06	0.00	0.27	0.46	0.46
Delay/Veh:	62.5	12.8	10.0	37.2	5.3	5.3	33.0	33.0	32.5	34.8	36.1	36.1
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:	62.5	12.8	10.0	37.2	5.3	5.3	33.0	33.0	32.5	34.8	36.1	36.1
LOS by Move:	E	B	B	D	A	A	C	C	C	C	D	D
HCM2kAvgQ:	1	9	2	5	7	7	1	1	0	3	5	5

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 96-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.195
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	57	0	102	0	0	0	0	439	30	103	424	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	0	102	0	0	0	0	439	30	103	424	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	102	0	0	0	0	439	30	103	424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	102	0	0	0	0	439	30	103	424	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
Final Vol.:	57	0	102	0	0	0	0	439	30	103	424	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3370	230	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.13	0.13	0.06	0.12	0.00
Crit Moves:			****					****				
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.67	0.00
Volume/Cap:	0.12	0.00	0.19	0.00	0.00	0.00	0.00	0.19	0.19	0.09	0.18	0.00
Delay/Veh:	26.1	0.0	26.8	0.0	0.0	0.0	0.0	6.3	6.3	5.9	6.2	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:	26.1	0.0	26.8	0.0	0.0	0.0	0.0	6.3	6.3	5.9	6.2	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	3	3	1	3	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 97-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400																
Base Vol:	0	0		0	76	0		41	30	881		0	0	1005		90
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	0		0	76	0		41	30	881		0	0	1005		90
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	0	0		0	76	0		41	30	881		0	0	1005		90
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	0		0	76	0		41	30	881		0	0	1005		90
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	0	0		0	76	0		41	30	881		0	0	1005		90
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	0.00	0.00		0.00	1.00	0.00		1.00	1.00	2.00		0.00	0.00	2.00		1.00
Final Sat.:	0	0		0	1700	0		1800	1700	3600		0	0	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.00	0.04	0.00		0.02	0.02	0.24		0.00	0.00	0.28		0.05
Crit Moves:					****									****		
Green/Cycle:	0.00	0.00		0.00	0.13	0.00		0.13	0.83	0.83		0.00	0.00	0.83		0.83
Volume/Cap:	0.00	0.00		0.00	0.34	0.00		0.17	0.02	0.30		0.00	0.00	0.34		0.06
Delay/Veh:	0.0	0.0		0.0	40.3	0.0		38.8	1.5	2.0		0.0	0.0	2.1		1.6
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:	0.0	0.0		0.0	40.3	0.0		38.8	1.5	2.0		0.0	0.0	2.1		1.6
LOS by Move:	A	A		A	D	A		D	A	A		A	A	A		A
HCM2kAvgQ:	0	0		0	3	0		1	0	3		0	0	4		1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:37 Page 98-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.3
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1200-1300																
Base Vol:	22	14		38	14	5		22	17	901		45	12	929		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:	22	14		38	14	5		22	17	901		45	12	929		26
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	22	14		38	14	5		22	17	901		45	12	929		26
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	22	14		38	14	5		22	17	901		45	12	929		26
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	22	14		38	14	5		22	17	901		45	12	929		26
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.95	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	0.61	0.39		1.00	0.74	0.26		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1100	700		1800	1326	474		1800	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02		0.02	0.01	0.01		0.01	0.01	0.25		0.03	0.01	0.26		0.01
Crit Moves:		****												****		
Green/Cycle:	0.07	0.07		0.07	0.07	0.07		0.07	0.89	0.89		0.89	0.89	0.89		0.89
Volume/Cap:	0.29	0.29		0.31	0.15	0.15		0.18	0.01	0.28		0.03	0.01	0.29		0.02
Delay/Veh:	45.5	45.5		45.7	44.4	44.4		44.6	0.6	0.8		0.6	0.6	0.9		0.6
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:	45.5	45.5		45.7	44.4	44.4		44.6	0.6	0.8		0.6	0.6	0.9		0.6
LOS by Move:	D	D		D	D	D		D	A	A		A	A	A		A
HCM2kAvgQ:	1	1		1	1	1		1	0	2		0	0	2		0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 99-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	0 1	1 0	2	1 0	1 0	4	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	78	1	20	20	0	22	30	1665	77	48	1812	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1	20	20	0	22	30	1665	77	48	1812	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1	20	20	0	22	30	1665	77	48	1812	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1	20	20	0	22	30	1665	77	48	1812	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	1	20	20	0	22	30	1665	77	48	1812	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.05	0.95	1.00	0.00	1.00	1.00	2.87	0.13	1.00	4.00	1.00
Final Sat.:	1700	86	1714	1700	0	1800	1700	5161	239	1700	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.01	0.00	0.01	0.02	0.32	0.32	0.03	0.25	0.01
Crit Moves:	****								****		****	
Green/Cycle:	0.07	0.07	0.07	0.07	0.00	0.07	0.49	0.49	0.49	0.38	0.38	0.38
Volume/Cap:	0.66	0.17	0.17	0.17	0.00	0.18	0.04	0.66	0.66	0.07	0.66	0.04
Delay/Veh:	58.3	44.4	44.4	44.5	0.0	44.5	13.3	19.9	19.9	19.7	26.2	19.4
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:	58.3	44.4	44.4	44.5	0.0	44.5	13.3	19.9	19.9	19.7	26.2	19.4
LOS by Move:	E	D	D	D	A	D	B	B	B	B	C	B
HCM2kAvgQ:	4	1	1	1	0	1	1	15	15	1	13	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 100-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[14.5]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	0	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module: >> Count Date: 7 May 2005 << 1145-1245												
Base Vol:	0	0	0	0	0	0	178	1064	0	0	715	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	178	1064	0	0	715	553
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	178	1064	0	0	715	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	178	1064	0	0	715	553
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1268	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	555	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	555	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 101-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 1	1	0	1!	0 0	0	0	2	0 1	0	0	2	0 0
Volume Module: >> Count Date: 7 May 2005 << 1230-1330																
Base Vol:	0	0	10		434	0	195		0	780	19		0	720	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	10		434	0	195		0	780	19		0	720	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	10		434	0	195		0	780	19		0	720	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	10		434	0	195		0	780	19		0	720	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	10		434	0	195		0	780	19		0	720	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.91	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	1.00		1.54	0.00	0.46		0.00	2.00	1.00		0.00	2.00	0.00	
Final Sat.:	0	0	1800		2655	0	834		0	3600	1800		0	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.16	0.00	0.23		0.00	0.22	0.01		0.00	0.20	0.00	
Crit Moves:							****			****						
Green/Cycle:	0.00	0.00	0.50		0.50	0.00	0.50		0.00	0.46	0.46		0.00	0.46	0.00	
Volume/Cap:	0.00	0.00	0.01		0.33	0.00	0.47		0.00	0.47	0.02		0.00	0.43	0.00	
Delay/Veh:	0.0	0.0	12.7		15.1	0.0	16.7		0.0	18.7	14.7		0.0	18.3	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	12.7		15.1	0.0	16.7		0.0	18.7	14.7		0.0	18.3	0.0	
LOS by Move:	A	A	B		B	A	B		A	B	B		A	B	A	
HCM2kAvgQ:	0	0	0		6	0	9		0	9	0		0	8	0	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 102-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.5
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	0	0 2	0	0	0	0 0	0	0	2	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																
Base Vol:	0	0	0		0	0	810		0	0	0		0	900	224	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		0	0	810		0	0	0		0	900	224	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	810		0	0	0		0	900	224	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	810		0	0	0		0	900	224	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		0	0	810		0	0	0		0	900	224	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		0	0	3600		0	0	0		0	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.23		0.00	0.00	0.00		0.00	0.25	0.12	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.00	0.00	0.45		0.00	0.00	0.00		0.00	0.51	0.51	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.49		0.00	0.00	0.00		0.00	0.49	0.25	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	19.4		0.0	0.0	0.0		0.0	16.5	14.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	19.4		0.0	0.0	0.0		0.0	16.5	14.1	
LOS by Move:	A	A	A		A	A	B		A	A	A		A	B	B	
HCM2kAvgQ:	0	0	0		0	0	9		0	0	0		0	10	4	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 103-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[12.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	2 1	1	0 0	0 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	0	0	294	0	0	0	0	727	891	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	294	0	0	0	0	727	891	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	294	0	0	0	0	727	891	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	294	0	0	0	0	727	891	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	242	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	801	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	801	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 104-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	821	0	26	0	0	0	0	333	427	58	410	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:	821	0	26	0	0	0	0	333	427	58	410	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	821	0	26	0	0	0	0	333	427	58	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	821	0	26	0	0	0	0	333	427	58	410	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
Final Vol.:	821	0	26	0	0	0	0	333	427	58	410	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3396	0	104	0	0	0	0	1800	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.25	0.00	0.00	0.00	0.00	0.19	0.24	0.03	0.23	0.00
Crit Moves:			****						****			
Green/Cycle:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.47	0.47	0.47	0.47	0.00
Volume/Cap:	0.49	0.00	0.51	0.00	0.00	0.00	0.00	0.40	0.51	0.07	0.49	0.00
Delay/Veh:	17.3	0.0	17.5	0.0	0.0	0.0	0.0	17.5	18.8	14.7	18.8	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:	17.3	0.0	17.5	0.0	0.0	0.0	0.0	17.5	18.8	14.7	18.8	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	10	0	10	0	0	0	0	7	10	1	9	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 105-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	340	1005	0	0	1069	320	69	0	416	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:	340	1005	0	0	1069	320	69	0	416	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1005	0	0	1069	320	69	0	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1005	0	0	1069	320	69	0	416	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
Final Vol.:	340	1005	0	0	1069	320	69	0	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.31	0.69	0.25	0.00	1.75	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4156	1244	448	0	3152	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.19	0.00	0.00	0.26	0.26	0.15	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.31	0.70	0.00	0.00	0.40	0.40	0.24	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.65	0.26	0.00	0.00	0.65	0.65	0.65	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	32.9	5.4	0.0	0.0	25.3	25.3	36.5	0.0	12.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	5.4	0.0	0.0	25.3	25.3	36.5	0.0	12.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	11	4	0	0	13	13	9	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:38 Page 106-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module: >> Count Date: 7 May 2005 << 1145-1245												
Base Vol:	0	674	264	63	497	0	0	0	0	332	0	239
Growth Adj:	1.00	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	674	264	63	497	0	0	0	0	332	0	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	674	264	63	497	0	0	0	0	332	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	674	264	63	497	0	0	0	0	332	0	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	674	264	63	497	0	0	0	0	332	0	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	2437	0	1041
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.15	0.04	0.09	0.00	0.00	0.00	0.00	0.14	0.00	0.23
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.40	0.88	0.08	0.47	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Volume/Cap:	0.00	0.47	0.17	0.47	0.19	0.00	0.00	0.00	0.00	0.28	0.00	0.47
Delay/Veh:	0.0	22.7	0.9	46.7	15.3	0.0	0.0	0.0	0.0	15.4	0.0	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	0.9	46.7	15.3	0.0	0.0	0.0	0.0	15.4	0.0	17.5
LOS by Move:	A	C	A	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	8	1	3	3	0	0	0	0	5	0	9

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 107-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 24 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	1!	0	0	2	0	3	0	0	0	0	2	0	1
Volume Module: >> Count Date: 7 May 2005 << 1200-1300																
Base Vol:	0	0	0		298	0	28		388	465	0		0	626	160	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		298	0	28		388	465	0		0	626	160	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		298	0	28		388	465	0		0	626	160	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		298	0	28		388	465	0		0	626	160	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		298	0	28		388	465	0		0	626	160	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.92	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		1.85	0.00	0.15		2.00	3.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3222	0	277		3200	5400	0		0	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.10		0.12	0.09	0.00		0.00	0.17	0.09	
Crit Moves:							****		****					****		
Green/Cycle:	0.00	0.00	0.00		0.24	0.00	0.24		0.29	0.29	0.00		0.00	0.41	0.41	
Volume/Cap:	0.00	0.00	0.00		0.39	0.00	0.42		0.42	0.30	0.00		0.00	0.42	0.22	
Delay/Veh:	0.0	0.0	0.0		32.2	0.0	32.5		29.2	27.9	0.0		0.0	21.1	19.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		32.2	0.0	32.5		29.2	27.9	0.0		0.0	21.1	19.1	
LOS by Move:	A	A	A		C	A	C		C	C	A		A	C	B	
HCM2kAvgQ:	0	0	0		5	0	5		6	4	0		0	7	3	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 108-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.047
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 56.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1230-1330																
Base Vol:	65	111	49		299	74	617		665	817	45		116	960	175	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	65	111	49		299	74	617		665	817	45		116	960	175	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	65	111	49		299	74	617		665	817	45		116	960	175	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	65	111	49		299	74	617		665	817	45		116	960	175	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	65	111	49		299	74	617		665	817	45		116	960	175	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.37	0.63	1.00		0.80	0.20	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	665	1135	1800		1443	357	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.03		0.21	0.21	0.34		0.39	0.23	0.03		0.07	0.27	0.10	
Crit Moves:	****				****				****					****		
Green/Cycle:	0.09	0.09	0.09		0.20	0.20	0.57		0.37	0.48	0.48		0.15	0.25	0.25	
Volume/Cap:	1.05	1.05	0.29		1.05	1.05	0.60		1.05	0.47	0.05		0.47	1.05	0.38	
Delay/Veh:	127.6	128	43.2		100.5	100	14.9		79.8	17.5	13.7		40.6	79.9	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:	127.6	128	43.2		100.5	100	14.9		79.8	17.5	13.7		40.6	79.9	31.3	
LOS by Move:	F	F	D		F	F	B		E	B	B		D	E	C	
HCM2kAvgQ:	11	11	2		19	19	13		33	9	1		4	24	5	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 109-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.3
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	1 0	1
Volume Module: >> Count Date: 14 May 2005 << 1300-1400												
Base Vol:	0	0	0	27	0	28	30	517	0	0	329	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	28	30	517	0	0	329	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	28	30	517	0	0	329	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	28	30	517	0	0	329	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
Final Vol.:	0	0	0	27	0	28	30	517	0	0	329	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.29	0.00	0.00	0.18	0.03
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.91	0.91	0.00	0.00	0.91	0.91
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.31	0.02	0.32	0.00	0.00	0.20	0.03
Delay/Veh:	0.0	0.0	0.0	47.9	0.0	47.8	0.4	0.7	0.0	0.0	0.6	0.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.9	0.0	47.8	0.4	0.7	0.0	0.0	0.6	0.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	0	1	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 110-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	3 1	0	1 0	3 0	0
Volume Module: >> Count Date: 26 Mar 2005 << 1200-1300												
Base Vol:	11	0	89	0	0	0	0	1807	17	80	1836	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:	11	0	89	0	0	0	0	1807	17	80	1836	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	89	0	0	0	0	1807	17	80	1836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	89	0	0	0	0	1807	17	80	1836	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
Final Vol.:	11	0	89	0	0	0	0	1807	17	80	1836	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	7133	67	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.25	0.25	0.05	0.34	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.69	0.69	0.13	0.82	0.00
Volume/Cap:	0.05	0.00	0.41	0.00	0.00	0.00	0.00	0.37	0.37	0.37	0.41	0.00
Delay/Veh:	39.1	0.0	42.1	0.0	0.0	0.0	0.0	6.4	6.4	40.9	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	0.0	42.1	0.0	0.0	0.0	0.0	6.4	6.4	40.9	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	3	0	0	0	0	6	6	3	6	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 111-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.269
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 14 May 2005 << 1245-1345												
Base Vol:	85	117	161	15	101	11	7	351	21	199	588	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	117	161	15	101	11	7	351	21	199	588	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	117	161	15	101	11	7	351	21	199	588	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	117	161	15	101	11	7	351	21	199	588	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	117	161	15	101	11	7	351	21	199	588	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.89	0.11	1.00	1.94	0.06
Final Sat.:	1700	1800	1800	1700	3246	354	1700	3397	203	1700	3487	113
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.09	0.01	0.03	0.03	0.00	0.10	0.10	0.12	0.17	0.17
Crit Moves:			****								****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.15	0.20	0.27	0.03	0.09	0.09	0.01	0.16	0.16	0.19	0.27	0.27
Delay/Veh:	23.6	23.9	24.6	22.5	23.0	23.0	7.0	7.8	7.8	8.0	8.4	8.4
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:	23.6	23.9	24.6	22.5	23.0	23.0	7.0	7.8	7.8	8.0	8.4	8.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	3	4	0	1	1	0	2	2	3	4	4

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 112-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	1 0	1 0	1	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 14 May 2005 << 1245-1345												
Base Vol:	32	92	22	123	130	18	107	1318	16	78	1658	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:	32	92	22	123	130	18	107	1318	16	78	1658	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	92	22	123	130	18	107	1318	16	78	1658	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	92	22	123	130	18	107	1318	16	78	1658	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	92	22	123	130	18	107	1318	16	78	1658	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.44	1.26	0.30	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.90	0.10
Final Sat.:	789	2268	542	1700	1800	1800	1700	5335	65	1700	5221	179
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.01	0.06	0.25	0.25	0.05	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.13	0.67	0.67	0.12	0.66	0.66
Volume/Cap:	0.27	0.27	0.27	0.48	0.48	0.07	0.48	0.37	0.37	0.37	0.48	0.48
Delay/Veh:	37.9	37.9	37.9	40.4	40.3	36.6	42.0	7.5	7.5	41.3	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	37.9	37.9	40.4	40.3	36.6	42.0	7.5	7.5	41.3	8.6	8.6
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	2	2	4	4	1	4	6	6	3	9	9

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 113-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	3	0	1	1	0	2	1	0	1	1	0	0	1	1	1	0	0	1
Volume Module: >> Count Date: 9 Apr 2005 << 1200-1300																
Base Vol:	52	1033		5	0	1187		71	81		3	51	8		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:	52	1033		5	0	1187		71	81		3	51	8		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	52	1033		5	0	1187		71	81		3	51	8		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	52	1033		5	0	1187		71	81		3	51	8		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
Final Vol.:	52	1033		5	0	1187		71	81		3	51	8		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.92		0.95	0.95	0.92		0.95	0.95
Lanes:	1.00	3.00		1.00	1.00	2.83		0.17	1.93		0.07	1.00	2.00		0.00	1.00
Final Sat.:	1700	5400		1800	1700	5095		305	3375		125	1800	3500		0	1800
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19		0.00	0.00	0.23		0.23	0.02		0.02	0.03	0.00		0.00	0.00
Crit Moves:						****						****	****			
Green/Cycle:	0.83	0.83		0.83	0.00	0.83		0.83	0.10		0.10	0.10	0.01		0.00	0.00
Volume/Cap:	0.04	0.23		0.00	0.00	0.28		0.28	0.24		0.24	0.28	0.28		0.00	0.00
Delay/Veh:	1.5	1.8		1.4	0.0	1.9		1.9	41.7		41.7	42.4	54.6		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:	1.5	1.8		1.4	0.0	1.9		1.9	41.7		41.7	42.4	54.6		0.0	0.0
LOS by Move:	A	A		A	A	A		A	D		D	D	D		A	A
HCM2kAvgQ:	0	2		0	0	3		3	1		1	2	0		0	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:39 Page 114-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	1	0	0	1	1	0	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1215-1315																
Base Vol:	36	800		1	2	979		64	85		0	79	1		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:	36	800		1	2	979		64	85		0	79	1		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	36	800		1	2	979		64	85		0	79	1		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	36	800		1	2	979		64	85		0	79	1		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
Final Vol.:	36	800		1	2	979		64	85		0	79	1		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95
Lanes:	1.00	2.99		0.01	1.00	2.82		0.18	1.00		0.00	1.00	1.00		0.00	1.00
Final Sat.:	1700	5393		7	1700	5069		331	1800		0	1800	1800		0	1800
Capacity Analysis Module:																
Vol/Sat:	0.02	0.15		0.15	0.00	0.19		0.19	0.05		0.00	0.04	0.00		0.00	0.00
Crit Moves:	****					****			****							
Green/Cycle:	0.08	0.76		0.76	0.01	0.69		0.69	0.17		0.00	0.17	0.17		0.00	0.00
Volume/Cap:	0.28	0.19		0.19	0.19	0.28		0.28	0.28		0.00	0.26	0.00		0.00	0.00
Delay/Veh:	44.8	3.3		3.3	58.5	5.8		5.8	36.7		0.0	36.5	34.5		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:	44.8	3.3		3.3	58.5	5.8		5.8	36.7		0.0	36.5	34.5		0.0	0.0
LOS by Move:	D	A		A	E	A		A	D		A	D	C		A	A
HCM2kAvgQ:	1	2		2	0	4		4	3		0	2	0		0	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:40 Page 115-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 37 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module: >> Count Date: 9 Apr 2005 << 1300-1400												
Base Vol:	160	765	129	207	859	225	310	644	204	230	972	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	765	129	207	859	225	310	644	204	230	972	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	765	129	207	859	225	310	644	204	230	972	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	765	129	207	859	225	310	644	204	230	972	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	765	129	207	859	225	310	644	204	230	972	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.57	0.43	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.53	0.47
Final Sat.:	3200	4621	779	3200	5400	1800	3200	3600	1800	3200	4560	840
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.06	0.16	0.13	0.10	0.18	0.11	0.07	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.29	0.29	0.11	0.30	0.30	0.17	0.38	0.38	0.15	0.37	0.37
Volume/Cap:	0.53	0.58	0.58	0.58	0.53	0.41	0.58	0.47	0.30	0.47	0.58	0.58
Delay/Veh:	53.4	37.2	37.2	53.0	35.0	33.9	47.6	28.2	26.1	47.0	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	37.2	37.2	53.0	35.0	33.9	47.6	28.2	26.1	47.0	30.9	30.9
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	4	10	10	5	9	7	7	9	5	5	12	12

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:40 Page 116-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 9 Apr 2005 << 1215-1315												
Base Vol:	127	1005	0	0	983	118	75	0	136	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:	127	1005	0	0	983	118	75	0	136	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1005	0	0	983	118	75	0	136	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1005	0	0	983	118	75	0	136	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
Final Vol.:	127	1005	0	0	983	118	75	0	136	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5400	0	1700	5400	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.00	0.00	0.18	0.07	0.02	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.13	0.70	0.00	0.00	0.58	0.81	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.32	0.27	0.00	0.00	0.32	0.08	0.10	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	40.3	5.5	0.0	0.0	11.1	1.9	29.7	0.0	31.8	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:	40.3	5.5	0.0	0.0	11.1	1.9	29.7	0.0	31.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	2	4	0	0	5	1	1	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	129	540	78	151	753	276	235	711	83	84	904	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	540	78	151	753	276	235	711	83	84	904	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	540	78	151	753	276	235	711	83	84	904	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	540	78	151	753	276	235	711	83	84	904	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
Final Vol.:	129	540	78	151	753	276	235	711	83	84	904	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.53	0.47
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	1700	4558	842
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.04	0.05	0.14	0.15	0.07	0.13	0.05	0.05	0.20	0.20
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.26	0.26	0.12	0.30	0.30	0.15	0.39	0.39	0.15	0.39	0.39
Volume/Cap:	0.51	0.38	0.17	0.38	0.46	0.51	0.51	0.34	0.12	0.34	0.51	0.51
Delay/Veh:	45.8	30.6	28.8	41.0	28.4	29.5	40.3	21.5	19.5	39.1	23.3	23.3
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:	45.8	30.6	28.8	41.0	28.4	29.5	40.3	21.5	19.5	39.1	23.3	23.3
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	3	5	2	3	7	8	5	5	2	3	9	9

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.242
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	2 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 27 Mar 2005 << 1245-1345												
Base Vol:	70	372	16	64	499	129	81	93	36	4	81	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	372	16	64	499	129	81	93	36	4	81	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	372	16	64	499	129	81	93	36	4	81	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	372	16	64	499	129	81	93	36	4	81	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	372	16	64	499	129	81	93	36	4	81	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.88	0.12	2.00	2.00	1.00	1.00	1.44	0.56	1.00	1.00	1.00
Final Sat.:	1700	5177	223	3200	3600	1800	1700	2595	1005	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.02	0.14	0.07	0.05	0.04	0.04	0.00	0.05	0.05
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.58	0.58	0.16	0.57	0.57	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.24	0.12	0.12	0.12	0.24	0.13	0.24	0.18	0.18	0.01	0.23	0.25
Delay/Veh:	36.3	9.5	9.5	36.0	10.7	9.9	34.2	33.6	33.6	32.3	33.9	34.1
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:	36.3	9.5	9.5	36.0	10.7	9.9	34.2	33.6	33.6	32.3	33.9	34.1
LOS by Move:	D	A	A	D	B	A	C	C	C	C	C	C
HCM2kAvgQ:	2	2	2	1	4	2	2	2	2	0	2	3

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:40 Page 119-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1300-1400												
Base Vol:	0	0	0	644	0	342	311	1270	0	0	1476	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	644	0	342	311	1270	0	0	1476	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	644	0	342	311	1270	0	0	1476	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	644	0	342	311	1270	0	0	1476	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	644	0	342	311	1270	0	0	1476	294
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	3200	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.10	0.10	0.24	0.00	0.00	0.27	0.16
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.58	0.31	0.31	0.00	0.00	0.36	0.63
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.16	0.31	0.76	0.00	0.00	0.76	0.26
Delay/Veh:	0.0	0.0	0.0	37.6	0.0	9.9	26.4	33.0	0.0	0.0	29.7	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.6	0.0	9.9	26.4	33.0	0.0	0.0	29.7	8.4
LOS by Move:	A	A	A	D	A	A	C	C	A	A	C	A
HCM2kAvgQ:	0	0	0	12	0	3	4	14	0	0	15	4

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:40 Page 120-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.113
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.0
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	1 0	1	1 0	1 0	1	1 1	0 0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1200-1300												
Base Vol:	2	161	37	62	161	0	2	3	0	78	0	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	161	37	62	161	0	2	3	0	78	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	161	37	62	161	0	2	3	0	78	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	161	37	62	161	0	2	3	0	78	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	161	37	62	161	0	2	3	0	78	0	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	1.98	1.00	0.56	1.44	1.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	44	3556	1800	1001	2599	1800	1700	1800	1800	3500	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.06	0.06	0.00	0.00	0.00	0.00	0.02	0.00	0.04
Crit Moves:					****			****				****
Green/Cycle:	0.55	0.55	0.93	0.55	0.55	0.00	0.01	0.01	0.00	0.38	0.00	0.38
Volume/Cap:	0.08	0.08	0.02	0.11	0.11	0.00	0.08	0.11	0.00	0.06	0.00	0.11
Delay/Veh:	10.8	10.8	0.3	10.9	10.9	0.0	50.0	50.5	0.0	19.8	0.0	20.3
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:	10.8	10.8	0.3	10.9	10.9	0.0	50.0	50.5	0.0	19.8	0.0	20.3
LOS by Move:	B	B	A	B	B	A	D	D	A	B	A	C
HCM2kAvgQ:	1	1	0	2	2	0	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 23 Apr 2005 << 1215-1315																								
Base Vol:		82	146		27			72	118		66			39	821		48			19	894		50	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:		82	146		27			72	118		66			39	821		48			19	894		50	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:		82	146		27			72	118		66			39	821		48			19	894		50	
Reduct Vol:		0	0		0			0	0		0			0	0		0			0	0		0	
Reduced Vol:		82	146		27			72	118		66			39	821		48			19	894		50	
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Final Vol.:		82	146		27			72	118		66			39	821		48			19	894		50	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900
Adjustment:	0.89	0.95		0.95		0.89	0.95	0.95		0.95		0.89	0.95	0.95		0.95		0.89	0.95	0.95		0.95		0.95
Lanes:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	2.00		1.00		1.00	1.00	2.00		1.00		1.00
Final Sat.:	1700	1800		1800		1700	1800	1800		1700		1800	1700	3600		1800		1800	1700	3600		1800		1800
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.08		0.02		0.04	0.07	0.04		0.02		0.02	0.23		0.03		0.01	0.25		0.03				
Crit Moves:		****								****								****						
Green/Cycle:	0.22	0.22		0.22		0.22	0.22	0.22		0.06		0.69	0.69		0.03		0.66		0.66					
Volume/Cap:	0.22	0.37		0.07		0.20	0.30	0.17		0.37		0.33	0.04		0.33		0.37		0.04					
Delay/Veh:	32.6	34.0		31.2		32.3	33.3	32.1		47.4		6.3	5.0		50.6		7.7		5.9					
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:	32.6	34.0		31.2		32.3	33.3	32.1		47.4		6.3	5.0		50.6		7.7		5.9					
LOS by Move:	C	C		C		C	C	C		D		A	A		D		A		A					
HCM2kAvgQ:		2	4		1		2	3		2		5	0		1		6		1					

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	1	0		1	0	0	1	0		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 23 Apr 2005 << 1245-1345																								
Base Vol:		103	204		44			36	150		12			18	1257		75			46	1264		47	
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Initial Bse:		103	204		44			36	150		12			18	1257		75			46	1264		47	
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:		103	204		44			36	150		12			18	1257		75			46	1264		47	
Reduct Vol:		0	0		0			0	0		0			0	0		0			0	0		0	
Reduced Vol:		103	204		44			36	150		12			18	1257		75			46	1264		47	
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Final Vol.:		103	204		44			36	150		12			18	1257		75			46	1264		47	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900
Adjustment:	0.89	0.95		0.95		0.89	0.95	0.95		0.95		0.89	0.95	0.95		0.95		0.89	0.95	0.95		0.95		0.95
Lanes:	1.00	0.82		0.18		1.00	0.93	0.07		1.00		2.00	1.00		1.00		1.00		1.00	2.00		1.00		1.00
Final Sat.:	1700	1481		319		1700	1667	133		1700		3600	1800		1800		1800		1700	3600		1800		1800
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.14		0.14		0.02	0.09	0.09		0.01		0.35	0.04		0.03		0.35		0.03					
Crit Moves:		****										****			****									
Green/Cycle:	0.25	0.25		0.25		0.25	0.25	0.25		0.02		0.64	0.64		0.05		0.67		0.67					
Volume/Cap:	0.24	0.55		0.55		0.08	0.36	0.36		0.53		0.55	0.07		0.55		0.53		0.04					
Delay/Veh:	30.1	33.9		33.9		28.7	31.2	31.2		62.8		10.3	6.8		53.8		8.7		5.7					
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:	30.1	33.9		33.9		28.7	31.2	31.2		62.8		10.3	6.8		53.8		8.7		5.7					
LOS by Move:	C	C		C		C	C	C		E		B	A		D		A		A					
HCM2kAvgQ:		3	7		7		1	4		4		1	11		1		2		11		1			

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.178
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 23 Apr 2005 << 1300-1400												
Base Vol:	193	235	48	22	232	18	17	98	86	97	95	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	235	48	22	232	18	17	98	86	97	95	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	235	48	22	232	18	17	98	86	97	95	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	235	48	22	232	18	17	98	86	97	95	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	235	48	22	232	18	17	98	86	97	95	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.66	0.34	1.00	1.86	0.14	1.00	1.07	0.93	1.00	1.83	0.17
Final Sat.:	1700	2989	611	1700	3341	259	1700	1917	1683	1700	3288	312
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.08	0.01	0.07	0.07	0.01	0.05	0.05	0.06	0.03	0.03
Crit Moves:	****									****		
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.18	0.12	0.12	0.02	0.11	0.11	0.03	0.16	0.16	0.18	0.09	0.09
Delay/Veh:	7.4	7.1	7.1	6.6	7.0	7.0	23.3	24.4	24.4	24.6	23.8	23.8
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:	7.4	7.1	7.1	6.6	7.0	7.0	23.3	24.4	24.4	24.6	23.8	23.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	3	2	2	0	2	2	0	2	2	2	1	1

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	1 0	2 0	3	1 0
Volume Module: >> Count Date: 30 Apr 2005 << 1300-1400												
Base Vol:	255	304	82	91	270	54	120	1494	242	172	1408	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	304	82	91	270	54	120	1494	242	172	1408	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	304	82	91	270	54	120	1494	242	172	1408	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	304	82	91	270	54	120	1494	242	172	1408	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
Final Vol.:	255	304	82	91	270	54	120	1494	242	172	1408	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.58	0.42	1.00	1.67	0.33	2.00	2.58	0.42	2.00	3.84	0.16
Final Sat.:	1700	2835	765	1700	3000	600	3200	4647	753	3200	6906	294
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.11	0.05	0.09	0.09	0.04	0.32	0.32	0.05	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.24	0.24	0.12	0.13	0.13	0.09	0.48	0.48	0.08	0.47	0.47
Volume/Cap:	0.67	0.45	0.45	0.45	0.67	0.67	0.43	0.67	0.67	0.67	0.43	0.43
Delay/Veh:	39.9	32.8	32.8	42.5	44.7	44.7	44.4	20.6	20.6	51.3	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	32.8	32.8	42.5	44.7	44.7	44.4	20.6	20.6	51.3	17.5	17.5
LOS by Move:	D	C	C	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	9	6	6	3	6	6	3	15	15	4	8	8

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:41 Page 125-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #124 Maple Ave/226th St-Nadine Circle

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 7 May 2005 << 1300-1400												
Base Vol:	20	321	6	67	481	124	81	7	18	4	1	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:	20	321	6	67	481	124	81	7	18	4	1	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	321	6	67	481	124	81	7	18	4	1	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	321	6	67	481	124	81	7	18	4	1	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
Final Vol.:	20	321	6	67	481	124	81	7	18	4	1	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.08	1.00	0.80	0.20	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1657	143	1800	1440	360	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.04	0.27	0.07	0.05	0.05	0.01	0.00	0.00	0.04
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.01	0.22	0.00	0.05	0.33	0.08	0.33	0.33	0.07	0.02	0.02	0.27
Delay/Veh:	1.8	2.2	1.8	1.9	2.6	1.9	38.8	38.8	36.7	36.4	36.4	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	2.2	1.8	1.9	2.6	1.9	38.8	38.8	36.7	36.4	36.4	38.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	0	0	4	1	3	3	1	0	0	2

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:41 Page 126-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #125 Maple Ave/Nadine Circle

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	1 0	0 0	1
Volume Module: >> Count Date: 7 May 2005 << 1300-1400												
Base Vol:	57	313	5	7	481	21	21	1	62	1	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	313	5	7	481	21	21	1	62	1	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	313	5	7	481	21	21	1	62	1	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	313	5	7	481	21	21	1	62	1	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	313	5	7	481	21	21	1	62	1	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1718	82	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.00	0.00	0.27	0.01	0.01	0.01	0.03	0.00	0.00	0.01
Crit Moves:					****				****			
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.00	0.11
Volume/Cap:	0.04	0.20	0.00	0.00	0.31	0.01	0.11	0.11	0.31	0.01	0.00	0.05
Delay/Veh:	1.2	1.4	1.1	1.1	1.6	1.1	40.4	40.4	42.0	39.7	0.0	40.0
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:	1.2	1.4	1.1	1.1	1.6	1.1	40.4	40.4	42.0	39.7	0.0	40.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	A	D
HCM2kAvgQ:	0	2	0	0	3	0	1	1	2	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:41 Page 127-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #126 Mobile Oil Entrance/190th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.1
Optimal Cycle: 22 Level Of Service: A

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module: >> Count Date: 7 May 2005 << 1230-1330																
Base Vol:	5	0	9		0	0	0		0	1192	2		10	1231	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:	5	0	9		0	0	0		0	1192	2		10	1231	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	0	9		0	0	0		0	1192	2		10	1231	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	0	9		0	0	0		0	1192	2		10	1231	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	
Final Vol.:	5	0	9		0	0	0		0	1192	2		10	1231	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.99	0.01		1.00	2.00	0.00	
Final Sat.:	1700	0	1800		0	0	0		0	5391	9		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.22	0.22		0.01	0.34	0.00	
Crit Moves:			****						****					****		
Green/Cycle:	0.01	0.00	0.01		0.00	0.00	0.00		0.00	0.90	0.90		0.02	0.93	0.00	
Volume/Cap:	0.22	0.00	0.37		0.00	0.00	0.00		0.00	0.25	0.25		0.25	0.37	0.00	
Delay/Veh:	53.5	0.0	58.1		0.0	0.0	0.0		0.0	0.6	0.6		51.0	0.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.5	0.0	58.1		0.0	0.0	0.0		0.0	0.6	0.6		51.0	0.5	0.0	
LOS by Move:	D	A	E		A	A	A		A	A	A		D	A	A	
HCM2kAvgQ:	0	0	1		0	0	0		0	2	2		1	3	0	

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:41 Page 128-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #127 Ocean Ave/Sepulveda Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 20 Level Of Service: B

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	1	0	0	1 0	2	0	2	1 0	1	0	3	0 1
Volume Module: >> Count Date: 9 Apr 2005 << 1300-1400																
Base Vol:	117	34	113		40	23	43		62	796	36		96	874	33	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	117	34	113		40	23	43		62	796	36		96	874	33	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	117	34	113		40	23	43		62	796	36		96	874	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	34	113		40	23	43		62	796	36		96	874	33	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	117	34	113		40	23	43		62	796	36		96	874	33	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.89	0.26	0.85		1.00	0.35	0.65		2.00	2.87	0.13		1.00	3.00	1.00	
Final Sat.:	1595	464	1541		1700	627	1173		3200	5166	234		1700	5400	1800	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.02	0.04	0.04		0.02	0.15	0.15		0.06	0.16	0.02	
Crit Moves:		****								****			****			
Green/Cycle:	0.24	0.24	0.43		0.24	0.24	0.24		0.07	0.51	0.51		0.19	0.62	0.62	
Volume/Cap:	0.30	0.30	0.17		0.10	0.15	0.15		0.26	0.30	0.30		0.30	0.26	0.03	
Delay/Veh:	31.1	31.1	17.6		29.5	29.9	29.9		44.3	14.2	14.2		35.6	8.5	7.3	
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:	31.1	31.1	17.6		29.5	29.9	29.9		44.3	14.2	14.2		35.6	8.5	7.3	
LOS by Move:	C	C	B		C	C	C		D	B	B		D	A	A	
HCM2kAvgQ:	4	4	3		1	2	2		1	5	5		3	4	0	

****

Note: Queue reported is the number of cars per lane.

****

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.266
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1215-1315												
Base Vol:	14	100	78	61	96	76	76	605	18	53	532	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	100	78	61	96	76	76	605	18	53	532	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	100	78	61	96	76	76	605	18	53	532	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	100	78	61	96	76	76	605	18	53	532	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	100	78	61	96	76	76	605	18	53	532	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.12	0.88	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	221	1579	1800	699	1101	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.09	0.09	0.04	0.04	0.17	0.01	0.03	0.15	0.04
Crit Moves:					****			****				
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.19	0.19	0.13	0.27	0.27	0.13	0.07	0.27	0.02	0.05	0.23	0.06
Delay/Veh:	24.3	24.3	23.7	25.0	25.0	23.7	7.1	8.2	6.8	7.0	8.0	7.1
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:	24.3	24.3	23.7	25.0	25.0	23.7	7.1	8.2	6.8	7.0	8.0	7.1
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	4	4	2	1	4	0	1	4	1

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 3 Apr 2005 << 1230-1330												
Base Vol:	152	1	156	2	0	0	1	853	112	170	939	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:	152	1	156	2	0	0	1	853	112	170	939	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1	156	2	0	0	1	853	112	170	939	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1	156	2	0	0	1	853	112	170	939	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
Final Vol.:	152	1	156	2	0	0	1	853	112	170	939	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.50	0.01	1.49	1.00	1.00	0.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	2598	11	2689	1700	1800	0	1700	4773	627	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.00	0.00	0.00	0.00	0.18	0.18	0.10	0.26	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.21	0.21	0.21	0.00	0.00	0.00	0.00	0.44	0.44	0.24	0.68	0.00
Volume/Cap:	0.27	0.41	0.27	0.41	0.00	0.00	0.38	0.41	0.41	0.41	0.38	0.00
Delay/Veh:	32.9	34.1	32.8	97.2	0.0	0.0	124.2	19.4	19.4	32.3	7.0	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:	32.9	34.1	32.8	97.2	0.0	0.0	124.2	19.4	19.4	32.3	7.0	0.0
LOS by Move:	C	C	C	F	A	A	F	B	B	C	A	A
HCM2kAvgQ:	3	5	3	0	0	0	0	7	7	5	7	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:42 Page 131-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 22 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																				
Base Vol:	49	160		298	58	167		38	38	525		42	209	476		55
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	49	160		298	58	167		38	38	525		42	209	476		55
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	49	160		298	58	167		38	38	525		42	209	476		55
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	49	160		298	58	167		38	38	525		42	209	476		55
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	49	160		298	58	167		38	38	525		42	209	476		55
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	1.00	1.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	1800		1800	1700	3600		1800	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.03	0.09		0.17	0.03	0.05		0.02	0.02	0.15		0.02	0.12	0.13		0.03
Crit Moves:		****								****			****			
Green/Cycle:	0.23	0.23		0.56	0.23	0.23		0.23	0.10	0.38		0.38	0.32	0.60		0.60
Volume/Cap:	0.12	0.38		0.30	0.15	0.20		0.09	0.22	0.38		0.06	0.38	0.22		0.05
Delay/Veh:	30.4	32.8		11.9	30.6	30.9		30.1	41.9	22.4		19.5	26.6	9.1		8.1
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:	30.4	32.8		11.9	30.6	30.9		30.1	41.9	22.4		19.5	26.6	9.1		8.1
LOS by Move:	C	C		B	C	C		C	D	C		B	C	A		A
HCM2kAvgQ:	1	5		5	2	2		1	1	6		1	6	3		1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:42 Page 132-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 40 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1245-1345																				
Base Vol:	277	293		181	100	314		159	96	754		198	168	936		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:	277	293		181	100	314		159	96	754		198	168	936		94
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	277	293		181	100	314		159	96	754		198	168	936		94
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	277	293		181	100	314		159	96	754		198	168	936		94
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	277	293		181	100	314		159	96	754		198	168	936		94
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	1.00	1.24		0.76	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	2225		1375	1700	3600		1800	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.16	0.13		0.13	0.06	0.09		0.09	0.06	0.21		0.11	0.10	0.26		0.05
Crit Moves:	****					****			****					****		
Green/Cycle:	0.27	0.28		0.28	0.13	0.14		0.14	0.09	0.35		0.35	0.17	0.43		0.43
Volume/Cap:	0.61	0.46		0.46	0.46	0.61		0.61	0.61	0.59		0.31	0.59	0.61		0.12
Delay/Veh:	40.7	35.7		35.7	50.1	50.3		52.6	58.9	32.4		28.4	49.5	27.2		20.8
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	40.7	35.7		35.7	50.1	50.3		52.6	58.9	32.4		28.4	49.5	27.2		20.8
LOS by Move:	D	D		D	D	D		D	E	C		C	D	C		C
HCM2kAvgQ:	10	8		8	4	7		7	5	12		6	7	14		2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:42 Page 133-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 14 May 2005 << 1215-1315												
Base Vol:	350	710	11	48	509	111	113	44	316	21	70	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	710	11	48	509	111	113	44	316	21	70	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	710	11	48	509	111	113	44	316	21	70	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	710	11	48	509	111	113	44	316	21	70	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
Final Vol.:	350	710	11	48	509	111	113	44	316	21	70	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.72	0.28	1.00	0.23	0.77	1.00
Final Sat.:	1700	3545	55	1700	3600	1800	1296	504	1800	415	1385	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.20	0.03	0.14	0.06	0.09	0.09	0.18	0.05	0.05	0.04
Crit Moves:	****								****			
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.40	0.39	0.39	0.05	0.27	0.12	0.20	0.20	0.40	0.11	0.11	0.09
Delay/Veh:	14.9	14.6	14.6	12.0	13.6	12.4	17.2	17.2	19.2	16.5	16.5	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.6	14.6	12.0	13.6	12.4	17.2	17.2	19.2	16.5	16.5	16.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	7	7	7	1	5	2	3	3	7	2	2	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:42 Page 134-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1200-1300												
Base Vol:	33	913	12	29	702	69	99	58	55	5	27	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	913	12	29	702	69	99	58	55	5	27	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	913	12	29	702	69	99	58	55	5	27	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	913	12	29	702	69	99	58	55	5	27	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	913	12	29	702	69	99	58	55	5	27	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.00	1.00	0.16	0.84	1.00
Final Sat.:	1700	3553	47	1700	3278	322	1700	1800	1800	281	1519	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.02	0.21	0.21	0.06	0.03	0.03	0.02	0.02	0.02
Crit Moves:		****					****					
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.02	0.33	0.33	0.02	0.27	0.27	0.33	0.18	0.17	0.10	0.10	0.09
Delay/Veh:	2.4	3.2	3.2	2.4	3.1	3.1	36.6	35.2	35.2	34.6	34.6	34.5
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:	2.4	3.2	3.2	2.4	3.1	3.1	36.6	35.2	35.2	34.6	34.6	34.5
LOS by Move:	A	A	A	A	A	A	D	D	D	C	C	C
HCM2kAvgQ:	0	4	4	0	4	4	3	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	1	1	0	0	1	0	0	1	1	0	1	0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1200-1300																				
Base Vol:	20	859		111		50	695		13		9	35		10		109	20		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:	20	859		111		50	695		13		9	35		10		109	20		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:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	20	859		111		50	695		13		9	35		10		109	20		57	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	20	859		111		50	695		13		9	35		10		109	20		57	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	20	859		111		50	695		13		9	35		10		109	20		57	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.95	0.95		0.95		0.89	0.95		0.95	
Lanes:	1.00	2.00		1.00		1.00	1.96		0.04		0.20	0.80		1.00		1.00	1.00		1.00	
Final Sat.:	1700	3600		1800		1700	3534		66		368	1432		1800		1700	1800		1800	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.24		0.06		0.03	0.20		0.20		0.02	0.02		0.01		0.06	0.01		0.03	
Crit Moves:		****														****				
Green/Cycle:	0.76	0.76		0.76		0.76	0.76		0.76		0.20	0.20		0.20		0.20	0.20		0.20	
Volume/Cap:	0.02	0.32		0.08		0.04	0.26		0.26		0.12	0.12		0.03		0.32	0.05		0.16	
Delay/Veh:	3.0	4.0		3.2		3.1	3.7		3.7		32.7	32.7		31.9		34.4	32.2		33.0	
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:	3.0	4.0		3.2		3.1	3.7		3.7		32.7	32.7		31.9		34.4	32.2		33.0	
LOS by Move:	A	A		A		A	A		A		C	C		C		C	C		C	
HCM2kAvgQ:	0	4		1		0	3		3		1	1		0		3	1		2	

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																				
Base Vol:	263		0		9	0		0		0	0	1136		169		15	1116		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:	263		0		9	0		0		0	0	1136		169		15	1116		0	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	263		0		9	0		0		0	0	1136		169		15	1116		0	
Reduct Vol:	0		0		0	0		0		0	0	0		0		0	0		0	
Reduced Vol:	263		0		9	0		0		0	0	1136		169		15	1116		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	
Final Vol.:	263		0		9	0		0		0	0	1136		169		15	1116		0	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95	
Lanes:	1.00	0.00		1.00		0.00	0.00		0.00		0.00	2.00		1.00		1.00	2.00		0.00	
Final Sat.:	1700		0		1800	0		0		0	0	3600		1800		1700	3600		0	
Capacity Analysis Module:																				
Vol/Sat:	0.15	0.00		0.01		0.00	0.00		0.00		0.00	0.32		0.09		0.01	0.31		0.00	
Crit Moves:	****											****								
Green/Cycle:	0.32	0.00		0.32		0.00	0.00		0.00		0.00	0.64		0.64		0.64	0.64		0.00	
Volume/Cap:	0.49	0.00		0.02		0.00	0.00		0.00		0.00	0.49		0.15		0.01	0.48		0.00	
Delay/Veh:	28.4	0.0		23.5		0.0	0.0		0.0		0.0	9.4		7.0		6.4	9.3		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	28.4	0.0		23.5		0.0	0.0		0.0		0.0	9.4		7.0		6.4	9.3		0.0	
LOS by Move:	C	A		C		A	A		A		A	A		A		A	A		A	
HCM2kAvgQ:	8	0		0		0	0		0		0	10		2		0	9		0	

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 45 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1215-1315												
Base Vol:	172	419	151	333	568	128	126	752	164	141	837	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:	172	419	151	333	568	128	126	752	164	141	837	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	419	151	333	568	128	126	752	164	141	837	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	419	151	333	568	128	126	752	164	141	837	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	172	419	151	333	568	128	126	752	164	141	837	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.08	0.20	0.16	0.07	0.07	0.21	0.09	0.08	0.23	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.18	0.18	0.30	0.29	0.29	0.11	0.33	0.33	0.13	0.35	0.35
Volume/Cap:	0.55	0.66	0.48	0.66	0.55	0.25	0.66	0.63	0.28	0.63	0.66	0.31
Delay/Veh:	46.5	48.8	45.7	40.4	36.9	33.1	59.6	35.0	29.8	55.1	34.3	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:	46.5	48.8	45.7	40.4	36.9	33.1	59.6	35.0	29.8	55.1	34.3	28.6
LOS by Move:	D	D	D	D	D	C	E	D	C	E	C	C
HCM2kAvgQ:	7	9	6	13	10	4	6	13	5	6	14	5

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 62 Level Of Service: D

Approach:	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			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1145-1245												
Base Vol:	62	785	405	279	896	59	191	1052	91	329	1089	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	785	405	279	896	59	191	1052	91	329	1089	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	785	405	279	896	59	191	1052	91	329	1089	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	785	405	279	896	59	191	1052	91	329	1089	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	62	785	405	279	896	59	191	1052	91	329	1089	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	4970	430	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.23	0.16	0.25	0.03	0.11	0.21	0.21	0.10	0.30	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.19	0.36	0.21	0.35	0.35	0.14	0.36	0.36	0.17	0.39	0.39
Volume/Cap:	0.72	0.78	0.62	0.78	0.72	0.09	0.78	0.59	0.59	0.59	0.78	0.23
Delay/Veh:	80.7	50.2	33.4	54.8	36.0	26.5	63.8	31.7	31.7	47.2	34.8	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	50.2	33.4	54.8	36.0	26.5	63.8	31.7	31.7	47.2	34.8	24.7
LOS by Move:	F	D	C	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	4	11	13	13	16	2	9	12	12	7	20	4

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module: >> Count Date: 7 May 2005 << 1230-1330																
Base Vol:	94	979	158		76	1017	88		137	291	77		248	406	50	
Growth Adj:	1.00	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	979	158		76	1017	88		137	291	77		248	406	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	979	158		76	1017	88		137	291	77		248	406	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	979	158		76	1017	88		137	291	77		248	406	50	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	94	979	158		76	1017	88		137	291	77		248	406	50	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.58	0.42		1.00	2.00	1.00	
Final Sat.:	1700	3600	1800		1700	3600	1800		1700	2847	753		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.27	0.09		0.04	0.28	0.05		0.08	0.10	0.10		0.15	0.11	0.03	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.09	0.46	0.46		0.07	0.44	0.44		0.16	0.16	0.16		0.23	0.23	0.23	
Volume/Cap:	0.64	0.60	0.19		0.60	0.64	0.11		0.50	0.64	0.64		0.64	0.50	0.12	
Delay/Veh:	53.0	21.0	16.4		52.3	22.4	16.3		39.6	41.6	41.6		38.3	34.1	30.8	
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:	53.0	21.0	16.4		52.3	22.4	16.3		39.6	41.6	41.6		38.3	34.1	30.8	
LOS by Move:	D	C	B		D	C	B		D	D	D		D	C	C	
HCM2kAvgQ:	4	12	3		4	13	2		5	7	7		9	6	1	

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.3
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 3	0	1	1	0 2	1	0	2	0 2	0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300																
Base Vol:	64	883	390		48	1187	209		168	806	65		408	771	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:	64	883	390		48	1187	209		168	806	65		408	771	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	64	883	390		48	1187	209		168	806	65		408	771	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	883	390		48	1187	209		168	806	65		408	771	57	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	64	883	390		48	1187	209		168	806	65		408	771	57	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	2.78	0.22		2.00	2.00	1.00	
Final Sat.:	1700	5400	1800		1700	5400	1800		1700	4997	403		3200	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.16	0.22		0.03	0.22	0.12		0.10	0.16	0.16		0.13	0.21	0.03	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.06	0.37	0.37		0.05	0.36	0.36		0.16	0.29	0.29		0.23	0.35	0.35	
Volume/Cap:	0.61	0.44	0.58		0.58	0.61	0.32		0.61	0.56	0.56		0.56	0.61	0.09	
Delay/Veh:	65.1	28.4	31.4		66.0	32.1	28.1		50.8	37.0	37.0		42.2	33.1	26.2	
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:	65.1	28.4	31.4		66.0	32.1	28.1		50.8	37.0	37.0		42.2	33.1	26.2	
LOS by Move:	E	C	C		E	C	C		D	D	D		D	C	C	
HCM2kAvgQ:	4	9	12		3	13	6		7	10	10		8	13	1	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:43 Page 141-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	2	0	3	0	1		2	0	3	0	1		2	0	2	0	1		2	0	2	0	1	
Volume Module: >> Count Date: 27 Mar 2005 << 1245-1345																								
Base Vol:	114		668		8		55		827		229		231		94		97		3		157		32	
Growth Adj:	1.00		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		668		8		55		827		229		231		94		97		3		157		32	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	114		668		8		55		827		229		231		94		97		3		157		32	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	114		668		8		55		827		229		231		94		97		3		157		32	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	114		668		8		55		827		229		231		94		97		3		157		32	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.84		0.95		0.95		0.84		0.95		0.95		0.84		0.95		0.95		0.84		0.95		0.95	
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.:	3200		5400		1800		3200		5400		1800		3200		3600		1800		3200		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.12		0.00		0.02		0.15		0.13		0.07		0.03		0.05		0.00		0.04		0.02	
Crit Moves:	****								****				****								****			
Green/Cycle:	0.11		0.51		0.51		0.07		0.47		0.47		0.22		0.35		0.35		0.01		0.13		0.13	
Volume/Cap:	0.33		0.24		0.01		0.24		0.33		0.27		0.33		0.07		0.15		0.15		0.33		0.13	
Delay/Veh:	49.9		16.6		14.6		53.3		20.0		19.5		39.5		26.2		27.0		63.0		47.5		46.1	
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:	49.9		16.6		14.6		53.3		20.0		19.5		39.5		26.2		27.0		63.0		47.5		46.1	
LOS by Move:	D		B		B		D		C		B		D		C		C		E		D		D	
HCM2kAvgQ:	3		5		0		1		7		5		4		1		3		0		3		1	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:43 Page 142-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 24 Apr 2005 << 1215-1315																								
Base Vol:	69		25		50		129		13		62		55		619		66		123		645		46	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	69		25		50		129		13		62		55		619		66		123		645		46	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	69		25		50		129		13		62		55		619		66		123		645		46	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	69		25		50		129		13		62		55		619		66		123		645		46	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	69		25		50		129		13		62		55		619		66		123		645		46	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		1.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1700		3600		1800		1700		1800		1800		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.01		0.03		0.08		0.01		0.03		0.03		0.17		0.04		0.07		0.18		0.03	
Crit Moves:					****		****								****				****					
Green/Cycle:	0.15		0.07		0.07		0.20		0.13		0.13		0.10		0.45		0.45		0.19		0.55		0.55	
Volume/Cap:	0.27		0.09		0.38		0.38		0.06		0.27		0.33		0.38		0.08		0.38		0.33		0.05	
Delay/Veh:	38.4		43.4		46.0		35.3		38.5		40.1		43.1		18.1		15.5		36.0		12.6		10.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	38.4		43.4		46.0		35.3		38.5		40.1		43.1		18.1		15.5		36.0		12.6		10.5	
LOS by Move:	D		D		D		D		D		D		D		B		B		D		B		B	
HCM2kAvgQ:	2		0		2		4		0		2		2		7		1		4		6		1	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:43 Page 143-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1245-1345												
Base Vol:	6	14	12	286	4	61	63	967	9	31	1111	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:	6	14	12	286	4	61	63	967	9	31	1111	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	14	12	286	4	61	63	967	9	31	1111	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	14	12	286	4	61	63	967	9	31	1111	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
Final Vol.:	6	14	12	286	4	61	63	967	9	31	1111	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.19	0.44	0.37	0.99	0.01	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	337	787	675	1775	25	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.16	0.16	0.03	0.04	0.27	0.01	0.02	0.31	0.08
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.03	0.03	0.31	0.31	0.31	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.52	0.52	0.52	0.52	0.52	0.11	0.06	0.45	0.01	0.03	0.52	0.14
Delay/Veh:	55.1	55.1	55.1	29.2	29.2	24.7	8.5	11.4	8.2	8.4	12.1	9.0
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:	55.1	55.1	55.1	29.2	29.2	24.7	8.5	11.4	8.2	8.4	12.1	9.0
LOS by Move:	E	E	E	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	2	2	2	8	8	1	1	9	0	0	11	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:43 Page 144-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 14 May 2005 << 1230-1330												
Base Vol:	146	165	92	68	113	68	139	1293	170	106	1585	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	165	92	68	113	68	139	1293	170	106	1585	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	165	92	68	113	68	139	1293	170	106	1585	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	165	92	68	113	68	139	1293	170	106	1585	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	165	92	68	113	68	139	1293	170	106	1585	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.65	0.35	1.00	2.88	0.12
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4773	627	1700	5184	216
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.05	0.04	0.06	0.04	0.08	0.27	0.27	0.06	0.31	0.31
Crit Moves:		****									****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.39	0.41	0.23	0.18	0.28	0.17	0.11	0.37	0.37	0.08	0.41	0.41
Delay/Veh:	33.8	34.1	32.2	31.8	32.7	31.7	3.8	4.7	4.7	3.7	5.0	5.0
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:	33.8	34.1	32.2	31.8	32.7	31.7	3.8	4.7	4.7	3.7	5.0	5.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	5	3	2	3	2	1	6	6	1	7	7

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:44 Page 145-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.294
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module: >> Count Date: 9 Apr 2005 << 1245-1345												
Base Vol:	29	10	40	10	14	7	5	701	47	38	949	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	10	40	10	14	7	5	701	47	38	949	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	10	40	10	14	7	5	701	47	38	949	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	10	40	10	14	7	5	701	47	38	949	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	10	40	10	14	7	5	701	47	38	949	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.42	0.58	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1700	1800	1800	750	1050	1800	1700	3600	1800	1700	3577	23
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.01	0.01	0.00	0.00	0.19	0.03	0.02	0.27	0.27
Crit Moves:	****										****	
Green/Cycle:	0.06	0.06	0.06	0.06	0.06	0.06	0.90	0.90	0.90	0.90	0.90	0.90
Volume/Cap:	0.29	0.10	0.38	0.23	0.23	0.07	0.00	0.22	0.03	0.02	0.29	0.29
Delay/Veh:	46.8	45.0	47.7	46.1	46.1	44.8	0.5	0.6	0.5	0.5	0.7	0.7
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:	46.8	45.0	47.7	46.1	46.1	44.8	0.5	0.6	0.5	0.5	0.7	0.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	1	1	0	0	2	0	0	2	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:44 Page 146-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 May 2005 << 1230-1330												
Base Vol:	107	257	90	265	302	119	199	897	79	97	856	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	257	90	265	302	119	199	897	79	97	856	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	257	90	265	302	119	199	897	79	97	856	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	257	90	265	302	119	199	897	79	97	856	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	257	90	265	302	119	199	897	79	97	856	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2666	934	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.16	0.08	0.07	0.12	0.25	0.04	0.06	0.24	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.15	0.15	0.24	0.22	0.22	0.18	0.44	0.44	0.10	0.36	0.36
Volume/Cap:	0.38	0.66	0.66	0.66	0.38	0.30	0.66	0.57	0.10	0.57	0.66	0.32
Delay/Veh:	38.2	43.4	43.4	38.6	33.7	33.1	43.6	21.6	16.6	47.5	28.1	23.4
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:	38.2	43.4	43.4	38.6	33.7	33.1	43.6	21.6	16.6	47.5	28.1	23.4
LOS by Move:	D	D	D	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	4	7	7	9	4	3	7	11	1	4	12	5

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.217
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 7 May 2005 << 1215-1315												
Base Vol:	21	270	24	43	326	24	13	68	28	80	110	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	270	24	43	326	24	13	68	28	80	110	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	270	24	43	326	24	13	68	28	80	110	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	270	24	43	326	24	13	68	28	80	110	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	270	24	43	326	24	13	68	28	80	110	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.14	1.86	1.00	0.23	1.77	1.00	0.16	0.84	1.00	0.42	0.58	1.00
Final Sat.:	260	3340	1800	420	3180	1800	289	1511	1800	758	1042	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.10	0.10	0.01	0.05	0.05	0.02	0.11	0.11	0.02
Crit Moves:					****						****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.17	0.17	0.03	0.22	0.22	0.03	0.09	0.09	0.03	0.22	0.22	0.04
Delay/Veh:	15.2	15.2	14.1	15.5	15.5	14.1	13.8	13.8	13.4	14.8	14.8	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.2	14.1	15.5	15.5	14.1	13.8	13.8	13.4	14.8	14.8	13.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	0	3	3	0	1	1	0	3	3	1

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module: >> Count Date: 8 May 2005 << 1215-1315												
Base Vol:	61	196	93	124	219	79	43	926	28	102	787	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	196	93	124	219	79	43	926	28	102	787	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	196	93	124	219	79	43	926	28	102	787	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	196	93	124	219	79	43	926	28	102	787	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	196	93	124	219	79	43	926	28	102	787	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	2.91	0.09	1.00	2.69	0.31
Final Sat.:	1700	3600	1800	1700	2646	954	1700	5242	158	1700	4846	554
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.07	0.08	0.08	0.03	0.18	0.18	0.06	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.14	0.14	0.18	0.22	0.22	0.08	0.45	0.45	0.15	0.52	0.52
Volume/Cap:	0.37	0.40	0.38	0.40	0.37	0.37	0.31	0.40	0.40	0.40	0.31	0.31
Delay/Veh:	43.6	39.9	40.2	36.7	33.1	33.1	44.7	18.7	18.7	39.3	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	39.9	40.2	36.7	33.1	33.1	44.7	18.7	18.7	39.3	14.0	14.0
LOS by Move:	D	D	D	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	3	3	4	4	4	2	7	7	3	5	5

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.204
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	58	223	62	66	251	63	62	220	30	60	321	69
Growth Adj:	1.00	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	223	62	66	251	63	62	220	30	60	321	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	223	62	66	251	63	62	220	30	60	321	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	223	62	66	251	63	62	220	30	60	321	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	223	62	66	251	63	62	220	30	60	321	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.56	0.44	1.00	1.60	0.40	1.00	1.76	0.24	1.00	1.65	0.35
Final Sat.:	1700	2817	783	1700	2878	722	1700	3168	432	1700	2963	637
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.04	0.09	0.09	0.04	0.07	0.07	0.04	0.11	0.11
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.08	0.18	0.18	0.09	0.20	0.20	0.07	0.13	0.13	0.07	0.20	0.20
Delay/Veh:	17.0	17.8	17.8	17.1	18.0	18.0	11.4	11.8	11.8	11.4	12.3	12.3
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:	17.0	17.8	17.8	17.1	18.0	18.0	11.4	11.8	11.8	11.4	12.3	12.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	3	1	3	3	1	2	2	1	3	3

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	0 1	1 0	1	1 0	1 0	3	0 1	1 0	2	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	33	192	63	35	218	98	91	759	28	59	598	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:	33	192	63	35	218	98	91	759	28	59	598	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	192	63	35	218	98	91	759	28	59	598	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	192	63	35	218	98	91	759	28	59	598	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	192	63	35	218	98	91	759	28	59	598	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.38	0.62	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2484	1116	1700	5400	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.04	0.02	0.09	0.09	0.05	0.14	0.02	0.03	0.17	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.03	0.20	0.20	0.08	0.25	0.25	0.15	0.50	0.50	0.12	0.47	0.47
Volume/Cap:	0.35	0.27	0.17	0.27	0.35	0.35	0.35	0.28	0.03	0.28	0.35	0.06
Delay/Veh:	49.9	34.0	33.4	44.5	31.2	31.2	38.9	14.7	12.8	40.6	16.9	14.4
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:	49.9	34.0	33.4	44.5	31.2	31.2	38.9	14.7	12.8	40.6	16.9	14.4
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	1	3	2	1	4	4	3	5	0	2	6	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:44 Page 151-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #150 Van Ness Ave/195th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.143
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 0.4
Optimal Cycle: 17 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	0	481	8	0	375	0	0	0	0	1	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	481	8	0	375	0	0	0	0	1	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	481	8	0	375	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	481	8	0	375	0	0	0	0	1	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	481	8	0	375	0	0	0	0	1	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****								****		
Green/Cycle:	0.00	0.94	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.14	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.00	0.13
Delay/Veh:	0.0	0.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0	58.8	0.0	57.8
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:	0.0	0.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0	58.8	0.0	57.8
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:44 Page 152-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #151 Van Ness Ave/Del Amo Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.184
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 21 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	12	391	41	27	301	52	83	77	10	30	72	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	391	41	27	301	52	83	77	10	30	72	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	391	41	27	301	52	83	77	10	30	72	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	391	41	27	301	52	83	77	10	30	72	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	391	41	27	301	52	83	77	10	30	72	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3070	530	3200	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.02	0.02	0.10	0.10	0.03	0.04	0.01	0.02	0.02	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.19	0.23	0.23	0.10	0.14	0.14
Volume/Cap:	0.01	0.18	0.04	0.03	0.17	0.17	0.14	0.18	0.02	0.18	0.14	0.07
Delay/Veh:	8.4	9.4	8.6	8.5	9.3	9.3	34.1	31.0	29.6	42.1	37.6	37.2
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:	8.4	9.4	8.6	8.5	9.3	9.3	34.1	31.0	29.6	42.1	37.6	37.2
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	D
HCM2kAvgQ:	0	3	1	0	3	3	1	2	0	1	1	1

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:45 Page 153-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #152 Van Ness Ave/Dominguez St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.091
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 13 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 30 Apr 2005 << 1230-1330												
Base Vol:	11	269	4	7	218	14	20	3	8	14	4	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	269	4	7	218	14	20	3	8	14	4	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	269	4	7	218	14	20	3	8	14	4	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	269	4	7	218	14	20	3	8	14	4	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	11	269	4	7	218	14	20	3	8	14	4	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.87	0.13	1.00	0.78	0.22	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1565	235	1800	1400	400	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.00	0.06	0.01	0.01	0.01	0.00	0.01	0.01	0.01
Crit Moves:		****						****				
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.01	0.09	0.00	0.01	0.07	0.01	0.09	0.09	0.03	0.07	0.07	0.04
Delay/Veh:	1.6	1.8	1.6	1.6	1.7	1.6	37.6	37.6	37.2	37.5	37.5	37.2
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:	1.6	1.8	1.6	1.6	1.7	1.6	37.6	37.6	37.2	37.5	37.5	37.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	1	0	0	1	0	1	1	0	1	1	0

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:45 Page 154-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #153 Victor St/Del Amo Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.152
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 14 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	30	0	67	0	0	0	0	390	27	27	359	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	67	0	0	0	0	390	27	27	359	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	67	0	0	0	0	390	27	27	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	67	0	0	0	0	390	27	27	359	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
Final Vol.:	30	0	67	0	0	0	0	390	27	27	359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.02	0.02	0.10	0.00
Crit Moves:			****					****				
Green/Cycle:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.71	0.71	0.71	0.71	0.00
Volume/Cap:	0.07	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.02	0.02	0.14	0.00
Delay/Veh:	29.0	0.0	29.7	0.0	0.0	0.0	0.0	4.6	4.1	4.1	4.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	0.0	29.7	0.0	0.0	0.0	0.0	4.6	4.1	4.1	4.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	2	0	0	2	0

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:45 Page 155-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.5
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: >> Count Date: 2 Apr 2005 << 1245-1345												
Base Vol:	0	0	0	44	0	22	32	779	0	0	1013	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:	0	0	0	44	0	22	32	779	0	0	1013	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	44	0	22	32	779	0	0	1013	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	44	0	22	32	779	0	0	1013	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	44	0	22	32	779	0	0	1013	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.02	0.22	0.00	0.00	0.28	0.04
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.88	0.88	0.00	0.00	0.88	0.88
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.15	0.02	0.25	0.00	0.00	0.32	0.04
Delay/Veh:	0.0	0.0	0.0	44.7	0.0	43.2	0.8	1.0	0.0	0.0	1.1	0.8
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:	0.0	0.0	0.0	44.7	0.0	43.2	0.8	1.0	0.0	0.0	1.1	0.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:45 Page 156-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 22 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	3 0	1	2 0	3 0	1
Volume Module: >> Count Date: 24 Apr 2005 << 1200-1300												
Base Vol:	44	324	117	147	353	57	88	495	35	122	565	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	324	117	147	353	57	88	495	35	122	565	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	324	117	147	353	57	88	495	35	122	565	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	324	117	147	353	57	88	495	35	122	565	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
Final Vol.:	44	324	117	147	353	57	88	495	35	122	565	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.07	0.09	0.20	0.03	0.05	0.09	0.02	0.04	0.10	0.06
Crit Moves:					****		****				****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.14	0.29	0.29	0.12	0.28	0.28
Volume/Cap:	0.05	0.34	0.12	0.17	0.38	0.06	0.38	0.31	0.07	0.31	0.38	0.23
Delay/Veh:	11.7	14.1	12.2	12.5	14.4	11.8	40.2	27.5	25.4	40.5	29.2	28.0
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:	11.7	14.1	12.2	12.5	14.4	11.8	40.2	27.5	25.4	40.5	29.2	28.0
LOS by Move:	B	B	B	B	B	B	D	C	C	D	C	C
HCM2kAvgQ:	1	6	2	3	7	1	3	4	1	2	5	3

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.0
Optimal Cycle: 46 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		2	0	2	0	1		1	0	3	0	1		1	0	2	1	0	
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330																								
Base Vol:	109		707		272		261		724		73		172		1004		78		279		937		183	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	109		707		272		261		724		73		172		1004		78		279		937		183	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	109		707		272		261		724		73		172		1004		78		279		937		183	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	109		707		272		261		724		73		172		1004		78		279		937		183	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	109		707		272		261		724		73		172		1004		78		279		937		183	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.84		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		2.00		2.00		1.00		1.00		3.00		1.00		1.00		2.51		0.49	
Final Sat.:	1700		3600		1800		3200		3600		1800		1700		5400		1800		1700		4518		882	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.20		0.15		0.08		0.20		0.04		0.10		0.19		0.04		0.16		0.21		0.21	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.10		0.29		0.29		0.12		0.31		0.31		0.17		0.28		0.28		0.24		0.35		0.35	
Volume/Cap:	0.64		0.67		0.52		0.67		0.64		0.13		0.59		0.67		0.16		0.67		0.59		0.59	
Delay/Veh:	60.0		39.2		36.4		55.0		36.7		29.6		49.2		39.8		33.0		45.3		32.5		32.5	
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:	60.0		39.2		36.4		55.0		36.7		29.6		49.2		39.8		33.0		45.3		32.5		32.5	
LOS by Move:	E		D		D		E		D		C		D		D		C		D		C		C	
HCM2kAvgQ:	5		13		9		7		13		2		7		12		2		11		12		12	

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330																								
Base Vol:	101		679		76		81		488		114		99		169		69		78		192		83	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	101		679		76		81		488		114		99		169		69		78		192		83	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	101		679		76		81		488		114		99		169		69		78		192		83	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	101		679		76		81		488		114		99		169		69		78		192		83	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	101		679		76		81		488		114		99		169		69		78		192		83	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		1.42		0.58		1.00		2.00		1.00	
Final Sat.:	1700		3600		1800		1700		3600		1800		1700		2556		1044		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.19		0.04		0.05		0.14		0.06		0.06		0.07		0.07		0.05		0.05		0.05	
Crit Moves:			****												****									
Green/Cycle:	0.71		0.71		0.71		0.71		0.71		0.71		0.25		0.25		0.25		0.25		0.25		0.25	
Volume/Cap:	0.08		0.27		0.06		0.07		0.19		0.09		0.23		0.27		0.27		0.18		0.21		0.19	
Delay/Veh:	4.5		5.2		4.4		4.4		4.9		4.5		30.2		30.3		30.3		29.8		29.9		29.8	
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:	4.5		5.2		4.4		4.4		4.9		4.5		30.2		30.3		30.3		29.8		29.9		29.8	
LOS by Move:	A		A		A		A		A		A		C		C		C		C		C		C	
HCM2kAvgQ:	1		4		1		1		3		1		3		3		3		2		3		2	

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 159-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: >> Count Date: 23 Apr 2005 << 1230-1330												
Base Vol:	112	659	52	68	550	276	205	296	237	50	412	98
Growth Adj:	1.00	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	659	52	68	550	276	205	296	237	50	412	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	659	52	68	550	276	205	296	237	50	412	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	659	52	68	550	276	205	296	237	50	412	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
Final Vol.:	112	659	52	68	550	276	205	296	237	50	412	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.42	0.58
Final Sat.:	3200	5400	1800	3200	3600	1800	3200	5400	1800	3200	4362	1038
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.03	0.02	0.15	0.15	0.06	0.05	0.13	0.02	0.09	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.43	0.49	0.08	0.41	0.41	0.17	0.37	0.46	0.06	0.25	0.25
Volume/Cap:	0.37	0.28	0.06	0.28	0.37	0.37	0.37	0.15	0.28	0.26	0.37	0.37
Delay/Veh:	51.8	22.2	16.1	53.1	24.6	24.6	44.3	25.4	20.2	54.7	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	22.2	16.1	53.1	24.6	24.6	44.3	25.4	20.2	54.7	37.0	37.0
LOS by Move:	D	C	B	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	3	5	1	2	7	7	4	2	6	1	6	6

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 160-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	39	890	4	14	1179	98	86	2	35	12	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	890	4	14	1179	98	86	2	35	12	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	890	4	14	1179	98	86	2	35	12	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	890	4	14	1179	98	86	2	35	12	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	890	4	14	1179	98	86	2	35	12	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1759	41	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.00	0.01	0.22	0.05	0.05	0.05	0.02	0.01	0.00	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.74	0.74	0.04	0.71	0.71	0.16	0.16	0.16	0.16	0.00	0.16
Volume/Cap:	0.31	0.22	0.00	0.22	0.31	0.08	0.31	0.31	0.12	0.04	0.00	0.06
Delay/Veh:	45.2	3.9	3.3	48.5	5.5	4.6	37.9	37.9	36.3	35.7	0.0	35.9
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:	45.2	3.9	3.3	48.5	5.5	4.6	37.9	37.9	36.3	35.7	0.0	35.9
LOS by Move:	D	A	A	D	A	A	D	D	D	D	A	D
HCM2kAvgQ:	2	3	0	1	5	1	3	3	1	0	0	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 161-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	43	794	18	38	1078	124	99	36	55	23	36	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	794	18	38	1078	124	99	36	55	23	36	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	794	18	38	1078	124	99	36	55	23	36	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	794	18	38	1078	124	99	36	55	23	36	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	794	18	38	1078	124	99	36	55	23	36	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.48	0.52	1.00	0.20	0.31	0.49
Final Sat.:	1700	3600	1800	1700	4843	557	2566	933	1800	354	554	892
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.01	0.02	0.22	0.22	0.04	0.04	0.03	0.07	0.07	0.07
Crit Moves:					****		****				****	
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.11	0.11	0.11	0.19	0.19	0.19
Volume/Cap:	0.04	0.34	0.02	0.03	0.35	0.35	0.35	0.35	0.27	0.35	0.35	0.35
Delay/Veh:	6.6	8.3	6.5	6.6	8.3	8.3	41.6	41.6	41.5	35.9	35.9	35.9
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:	6.6	8.3	6.5	6.6	8.3	8.3	41.6	41.6	41.5	35.9	35.9	35.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	6	0	0	6	6	2	2	2	4	4	4

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 162-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 19 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1245-1345												
Base Vol:	110	719	106	99	814	103	93	619	61	111	671	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	719	106	99	814	103	93	619	61	111	671	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	719	106	99	814	103	93	619	61	111	671	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	719	106	99	814	103	93	619	61	111	671	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
Final Vol.:	110	719	106	99	814	103	93	619	61	111	671	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.06	0.06	0.15	0.06	0.05	0.11	0.03	0.07	0.12	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.65	0.14	0.29	0.29	0.17	0.32	0.32
Volume/Cap:	0.13	0.39	0.12	0.11	0.30	0.09	0.39	0.39	0.12	0.39	0.39	0.09
Delay/Veh:	15.6	18.2	15.5	15.4	17.1	7.9	48.0	34.1	31.2	45.5	32.0	28.8
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:	15.6	18.2	15.5	15.4	17.1	7.9	48.0	34.1	31.2	45.5	32.0	28.8
LOS by Move:	B	B	B	B	B	A	D	C	C	D	C	C
HCM2kAvgQ:	2	8	2	2	6	1	4	6	2	4	7	1

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 163-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module: >> Count Date: 23 Apr 2005 << 1215-1315												
Base Vol:	61	918	25	29	1017	28	95	46	53	21	40	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	918	25	29	1017	28	95	46	53	21	40	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	918	25	29	1017	28	95	46	53	21	40	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	918	25	29	1017	28	95	46	53	21	40	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	918	25	29	1017	28	95	46	53	21	40	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	0.67	0.33	1.00	0.24	0.47	0.29
Final Sat.:	1700	3600	1800	1700	5255	145	1213	587	1800	440	837	523
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.01	0.02	0.19	0.19	0.08	0.08	0.03	0.05	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.05	0.35	0.02	0.02	0.26	0.26	0.35	0.35	0.13	0.21	0.21	0.21
Delay/Veh:	3.7	4.8	3.6	3.6	4.4	4.4	33.1	33.1	31.0	31.8	31.8	31.8
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:	3.7	4.8	3.6	3.6	4.4	4.4	33.1	33.1	31.0	31.8	31.8	31.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	0	4	4	4	4	1	2	2	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 164-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.3
Optimal Cycle: 23 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1300-1400												
Base Vol:	148	730	164	114	761	155	96	1019	152	80	862	89
Growth Adj:	1.00	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	730	164	114	761	155	96	1019	152	80	862	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	730	164	114	761	155	96	1019	152	80	862	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	730	164	114	761	155	96	1019	152	80	862	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	730	164	114	761	155	96	1019	152	80	862	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.09	0.07	0.21	0.09	0.06	0.28	0.08	0.05	0.24	0.05
Crit Moves:					****			****				
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.21	0.49	0.22	0.16	0.51	0.21	0.10	0.51	0.15	0.09	0.43	0.09
Delay/Veh:	22.8	26.2	22.9	22.2	26.5	22.7	12.7	16.9	13.1	12.6	15.9	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	26.2	22.9	22.2	26.5	22.7	12.7	16.9	13.1	12.6	15.9	12.6
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	4	10	4	3	11	4	2	12	3	1	10	2

Note: Queue reported is the number of cars per lane.

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 165-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #164 Western Ave/220th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 18 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	67	1011	21	24	912	34	40	38	74	26	27	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1011	21	24	912	34	40	38	74	26	27	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1011	21	24	912	34	40	38	74	26	27	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1011	21	24	912	34	40	38	74	26	27	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	67	1011	21	24	912	34	40	38	74	26	27	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.26	0.25	0.49	0.41	0.42	0.17
Final Sat.:	1700	3600	1800	1700	3600	1800	474	450	876	731	759	309
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.01	0.01	0.25	0.02	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:		****						****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.05	0.38	0.02	0.02	0.34	0.03	0.38	0.38	0.38	0.16	0.16	0.16
Delay/Veh:	3.6	4.9	3.5	3.5	4.7	3.5	33.7	33.7	33.7	31.6	31.6	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:	3.6	4.9	3.5	3.5	4.7	3.5	33.7	33.7	33.7	31.6	31.6	31.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	0	0	5	0	4	4	4	2	2	2

****

Note: Queue reported is the number of cars per lane.

****

EX MID WKEND Tue Nov 14, 2006 19:06:46 Page 166-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #165 Western Ave/223rd St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 20 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	139	1085	119	63	1044	16	49	338	169	203	400	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1085	119	63	1044	16	49	338	169	203	400	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1085	119	63	1044	16	49	338	169	203	400	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1085	119	63	1044	16	49	338	169	203	400	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	1085	119	63	1044	16	49	338	169	203	400	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.07	0.04	0.29	0.01	0.03	0.09	0.09	0.12	0.11	0.02
Crit Moves:		****								****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.12	0.44	0.10	0.05	0.42	0.01	0.11	0.34	0.34	0.44	0.41	0.09
Delay/Veh:	5.4	7.1	5.3	5.1	7.0	4.9	27.4	29.4	29.6	30.7	30.1	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	7.1	5.3	5.1	7.0	4.9	27.4	29.4	29.6	30.7	30.1	27.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	8	1	1	7	0	1	4	4	6	5	1

****

Note: Queue reported is the number of cars per lane.

****

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #166 Western Ave/Plaza Del Amo

****

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: F[190.4]

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 0	0	0 0	1! 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	6	1214	17	32	1493	3	2	0	0	5	0	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1214	17	32	1493	3	2	0	0	5	0	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1214	17	32	1493	3	2	0	0	5	0	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	6	1214	17	32	1493	3	2	0	0	5	0	68
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	xxxxx	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1496	xxxx	xxxxx	1231	xxxx	xxxxx	2176	xxxx	xxxxx	2037	xxxx	607
Potent Cap.:	454	xxxx	xxxxx	573	xxxx	xxxxx	27	xxxx	xxxxx	34	xxxx	444
Move Cap.:	454	xxxx	xxxxx	573	xxxx	xxxxx	21	xxxx	xxxxx	32	xxxx	444
Volume/Cap:	0.01	xxxx	xxxx	0.06	xxxx	xxxx	0.09	xxxx	xxxx	0.16	xxxx	0.15
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.0	xxxx	xxxxx	11.7	xxxx	xxxxx	190.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	F	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	237	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			190.4			26.9		
ApproachLOS:	*			*			F			D		

****

Note: Queue reported is the number of cars per lane.

****

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #167 Western Ave/Sepulveda Blvd

****

Cycle (sec): 120 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: 55 Level Of Service: D

****

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	1	0	1 0	2	1	0	1 0	2	1	0	1 0	2	1	0
Volume Module: >> Count Date: 30 Apr 2005 << 1230-1330																
Base Vol:	246	580	184		164	597	199		165	1116	127		284	869	134	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	246	580	184		164	597	199		165	1116	127		284	869	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	246	580	184		164	597	199		165	1116	127		284	869	134	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	246	580	184		164	597	199		165	1116	127		284	869	134	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	246	580	184		164	597	199		165	1116	127		284	869	134	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.28	0.72		1.00	2.25	0.75		1.00	2.69	0.31		1.00	2.60	0.40	
Final Sat.:	1700	4099	1301		1700	4050	1350		1700	4848	552		1700	4679	721	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.14		0.10	0.15	0.15		0.10	0.23	0.23		0.17	0.19	0.19	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.20	0.24	0.24		0.16	0.20	0.20		0.18	0.31	0.31		0.23	0.35	0.35	
Volume/Cap:	0.74	0.60	0.60		0.60	0.74	0.74		0.53	0.74	0.74		0.74	0.53	0.53	
Delay/Veh:	53.8	41.7	41.7		50.6	47.8	47.8		45.8	38.7	38.7		50.5	31.1	31.1	
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:	53.8	41.7	41.7		50.6	47.8	47.8		45.8	38.7	38.7		50.5	31.1	31.1	
LOS by Move:	D	D	D		D	D	D		D	D	D		D	C	C	
HCM2kAvgQ:	11	9	9		7	11	11		7	16	16		12	10	10	

****

Note: Queue reported is the number of cars per lane.

****

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[25.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module: >> Count Date: 14 May 2005 << 1230-1330												
Base Vol:	69	907	6	27	845	35	23	0	80	3	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	907	6	27	845	35	23	0	80	3	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	907	6	27	845	35	23	0	80	3	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	69	907	6	27	845	35	23	0	80	3	0	29
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	880	xxxx	xxxxx	913	xxxx	xxxxx	1491	xxxx	422	1522	xxxx	454
Potent Cap.:	777	xxxx	xxxxx	755	xxxx	xxxxx	87	xxxx	585	83	xxxx	559
Move Cap.:	777	xxxx	xxxxx	755	xxxx	xxxxx	75	xxxx	585	65	xxxx	559
Volume/Cap:	0.09	xxxx	xxxx	0.04	xxxx	xxxx	0.31	xxxx	0.14	0.05	xxxx	0.05
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	0.2
Control Del:	10.1	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	12.1	xxxxx	xxxx	11.8
LOS by Move:	B	*	*	A	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	75	xxxx	xxxxx	65	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	72.9	xxxx	xxxxx	63.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			25.7			16.6		
ApproachLOS:	*			*			D			C		

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	72	10	63	33	5	23	23	898	59	34	987	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	10	63	33	5	23	23	898	59	34	987	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	10	63	33	5	23	23	898	59	34	987	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	10	63	33	5	23	23	898	59	34	987	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	10	63	33	5	23	23	898	59	34	987	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.88	0.12	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1580	220	1800	1563	237	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.02	0.02	0.01	0.01	0.25	0.03	0.02	0.27	0.01
Crit Moves:		****									****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.33	0.33	0.26	0.15	0.15	0.09	0.02	0.30	0.04	0.02	0.33	0.01
Delay/Veh:	39.8	39.8	39.2	38.4	38.4	37.9	1.6	2.1	1.6	1.6	2.2	1.6
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:	39.8	39.8	39.2	38.4	38.4	37.9	1.6	2.1	1.6	1.6	2.2	1.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	1	1	1	0	4	0	0	4	0

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300																								
Base Vol:	83		84		60		76		85		52		42		863		38		85		1017		80	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	83		84		60		76		85		52		42		863		38		85		1017		80	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	83		84		60		76		85		52		42		863		38		85		1017		80	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	83		84		60		76		85		52		42		863		38		85		1017		80	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	83		84		60		76		85		52		42		863		38		85		1017		80	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.50		0.50		1.00		0.47		0.53		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	895		905		1800		850		950		1800		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.09		0.03		0.09		0.09		0.03		0.02		0.24		0.02		0.05		0.28		0.04	
Crit Moves:			****										****								****			
Green/Cycle:	0.22		0.22		0.22		0.22		0.22		0.22		0.06		0.60		0.60		0.12		0.66		0.66	
Volume/Cap:	0.43		0.43		0.15		0.41		0.41		0.13		0.43		0.40		0.04		0.40		0.43		0.07	
Delay/Veh:	34.4		34.4		31.8		34.3		34.3		31.6		48.4		10.8		8.3		41.6		8.0		5.9	
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:	34.4		34.4		31.8		34.3		34.3		31.6		48.4		10.8		8.3		41.6		8.0		5.9	
LOS by Move:	C		C		C		C		C		C		D		B		A		D		A		A	
HCM2kAvgQ:	5		5		2		5		5		1		2		7		0		3		8		1	

Note: Queue reported is the number of cars per lane.

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		1	0	1	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 2 Apr 2005 << 1215-1315																								
Base Vol:	30		102		83		52		73		73		61		422		31		97		552		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:	30		102		83		52		73		73		61		422		31		97		552		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:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	30		102		83		52		73		73		61		422		31		97		552		53	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	30		102		83		52		73		73		61		422		31		97		552		53	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	30		102		83		52		73		73		61		422		31		97		552		53	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.14		0.47		0.39		1.00		1.00		1.00		1.00		1.86		0.14		1.00		1.82		0.18	
Final Sat.:	251		854		695		1700		1800		1800		1700		3354		246		1700		3285		315	
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.12		0.12		0.03		0.04		0.04		0.04		0.13		0.13		0.06		0.17		0.17	
Crit Moves:			****																		****			
Green/Cycle:	0.40		0.40		0.40		0.40		0.40		0.40		0.56		0.56		0.56		0.56		0.56		0.56	
Volume/Cap:	0.30		0.30		0.30		0.08		0.10		0.10		0.06		0.22		0.22		0.10		0.30		0.30	
Delay/Veh:	20.8		20.8		20.8		18.7		18.9		18.9		10.0		11.1		11.1		10.3		11.7		11.7	
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:	20.8		20.8		20.8		18.7		18.9		18.9		10.0		11.1		11.1		10.3		11.7		11.7	
LOS by Move:	C		C		C		B		B		B		B		B		B		B		B		B	
HCM2kAvgQ:	5		5		5		1		1		1		1		4		4		2		5		5	

Note: Queue reported is the number of cars per lane.