APPENDIX B
EXISTING ICU LOS ANALYSIS SHEETS

Weekday AM Peak Hour

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

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.41	0.59		1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.96	0.04	
Final Sat.:	1600	659	941		1600	1600	1600		1600	3200	1600		1600	3140	60	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.02	0.02	0.01		0.03	0.28	0.03		0.02	0.33	0.33	
Crit Moves:	****					****			****					****		

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

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
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		2800	0	1600		1600	4800	0		0	4682	118	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.01	0.00	0.01		0.01	0.23	0.00		0.00	0.34	0.34	
Crit Moves:							****		****					****		

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

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.07	0.03	0.33	0.00
Crit Moves:	****							****		****		

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

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	1.96	0.04	1.00	1.00	2.99	0.01	1.00	2.89	0.11
Final Sat.:	1103	497	1600	3133	67	1600	1600	4783	17	1600	4620	180
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.01	0.36	0.36	0.00	0.55	0.55
Crit Moves:		****			****		****				****	

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

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		0.67		0.37		0.96		1.00		3.00		1.00		1.00		2.84		0.16	
Final Sat.:	1600		1600		1600		1079		587		1534		1600		4800		1600		1600		4537		263	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.03		0.04		0.05		0.05		0.02		0.23		0.01		0.03		0.23		0.23	
Crit Moves:					****		****								****				****					

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

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.44		0.56		1.00		0.68		0.07		0.25		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	704		896		1600		1085		121		395		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.02		0.02		0.06		0.09		0.09		0.01		0.25		0.00		0.02		0.21		0.02	
Crit Moves:	****								****						****				****					

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

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	
OvlAdjVol:					0																			
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.36		0.00		1.64		0.00		0.00		0.00		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	2172		0		2628		0		0		0		0		3200		1600		1600		3200		0	
Capacity Analysis Module:																								
Vol/Sat:	0.22		0.00		0.22		0.00		0.00		0.00		0.00		0.28		0.25		0.30		0.25		0.00	
OvlAdjV/S :					0.00																			
Crit Moves:	****														****				****					

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

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		0.67		0.33		1.00		0.32		0.68		1.00	
Final Sat.:	1600		3200		1600		1600		3200		1600		1070		530		1600		516		1084		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.30		0.02		0.02		0.25		0.03		0.06		0.09		0.06		0.01		0.04		0.01	
Crit Moves:			****				****						****								****			

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

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.65	0.35		1.00	1.58	0.42	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4241	559		1600	2529	671	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.10		0.13	0.20	0.11		0.13	0.18	0.18		0.07	0.14	0.14	
Crit Moves:		****			****				****					****		

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

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.55	0.45	1.00		0.44	0.56	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		877	723	1600		711	889	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.05		0.05	0.23	0.04		0.03	0.06	0.01		0.02	0.04	0.05	
Crit Moves:		****			****				****						****	

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

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.43	0.57	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	859	741	1600	680	920	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.05	0.03	0.25	0.05	0.03	0.06	0.02	0.03	0.08	0.04
Crit Moves:		****		****			****				****	

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

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.722
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4227	573	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.14	0.09	0.22	0.06	0.07	0.24	0.24	0.07	0.19	0.07
Crit Moves:	****				****			****		****		

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

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	0.56	0.44	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	718	882	1600	898	702	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.03	0.04	0.26	0.03	0.03	0.06	0.02	0.03	0.05	0.04
Crit Moves:		****		****				****		****		

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

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	2800	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.19	0.12	0.22	0.01	0.02	0.14	0.04	0.05	0.09	0.11
Crit Moves:		****		****				****		****		

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2595	605	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.21	0.16	0.19	0.04	0.15	0.34	0.34	0.15	0.19	0.11
Crit Moves:		****		****				****		****		

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

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.82	0.18	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	929	671	1600	1318	282	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.01	0.02	0.28	0.01	0.02	0.04	0.05	0.02	0.02	0.02
Crit Moves:		****		****					****	****		

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

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	2.00	1.00		1.00	2.00		0.00	0.00	0.00		0.00	1.77	0.00		1.23
Final Sat.:	0	3200	1600		1600	3200		0	0	0		0	2828	0		1972
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.29		0.28	0.18		0.00	0.00	0.00		0.00	0.14	0.00		0.15
Crit Moves:			****		****											****

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

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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:	1600	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00	1.00		1.00	2.00		1.00	1.94	0.06		1.00	1.00	1.00		1.00
Final Sat.:	1600	3200	1600		1600	3200		1600	3108	92		1600	1600	1600		1600
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.00		0.00	0.12		0.33	0.26	0.26		0.10	0.00	0.04		0.01
Crit Moves:	****							****		****				****		

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

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			0.88	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
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.:	1600	1764		1436			2800	1600		1600			1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.10		0.10			0.09	0.07		0.13			0.04	0.34		0.02			0.05	0.37		0.05		
Crit Moves:	****									****			****							****				

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

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.47	0.53		1.00			0.30	0.70		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	747	853		1600			474	1126		1600			1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.12		0.01			0.02	0.05		0.03			0.07	0.42		0.02			0.02	0.39		0.00		
Crit Moves:		****					****						****							****				

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

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.48	0.52		1.00	0.26	0.74		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	767	833		1600	414	1186		1600	1600	3200		1600	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.07	0.15		0.05	0.02	0.09		0.03	0.03	0.37		0.03	0.04	0.39		0.02
Crit Moves:		****			****				****					****		

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

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:				0				71								
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	2.75		0.25	1.00	2.94		0.06
Final Sat.:	1600	1600		1600	1600	1600		1600	1600	4395		405	1600	4711		89
Capacity Analysis Module:																
Vol/Sat:	0.14	0.24		0.10	0.03	0.22		0.12	0.07	0.30		0.30	0.13	0.37		0.37
OvlAdjV/S :				0.00				0.04								
Crit Moves:	****					****			****					****		

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

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

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.56		0.44		1.00		0.67		0.33		1.00	
Final Sat.:	1600		1600		1600		1600		1600		1600		889		711		1600		1067		533		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.42		0.01		0.03		0.37		0.01		0.01		0.01		0.01		0.01		0.01		0.01	
Crit Moves:			****				****						****								****			

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

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.44		0.56		1.00		0.15		0.85		1.00	
Final Sat.:	1600		1600		1600		1600		1600		1600		709		891		1600		242		1358		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.38		0.01		0.02		0.34		0.06		0.06		0.13		0.05		0.04		0.24		0.05	
Crit Moves:			****				****						****								****			

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

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.03	0.03	0.05	0.01	0.03	0.29	0.02	0.02	0.29	0.05
Crit Moves:	****				****		****				****	

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

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.88	0.12
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4666	134	1600	4605	195
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.07	0.04	0.15	0.08	0.06	0.28	0.28	0.05	0.37	0.37
Crit Moves:		****		****			****				****	

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

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			1.00	1.91		0.09			1.00	2.00		1.00		
Final Sat.:	1600	3200		1600			1600	3200		1600			1600	3059		141			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.19		0.05			0.02	0.10		0.06			0.11	0.45		0.45			0.05	0.31		0.05		
Crit Moves:		****					****							****					****					

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

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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		
OvlAdjVol:										0														
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	2.00		1.00			1.00	1.60		0.40		
Final Sat.:	1600	1600		1600			1600	1600		1600			1600	3200		1600			1600	2555		645		
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.17		0.09			0.06	0.10		0.06			0.10	0.23		0.01			0.12	0.30		0.30		
OvlAdjV/S :										0.00														
Crit Moves:		****					****						****							****				

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

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1318	0	282	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.06	0.00	0.25	0.00	0.00	0.15	0.03
Crit Moves:	****					****		****		****		

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

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

Intersection #31 Casimir 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): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	0.62	0.38	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	472	1128	1600	998	602	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.04	0.07	0.04	0.05	0.27	0.01	0.01	0.36	0.06
Crit Moves:		****		****			****				****	

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

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600		1600		1600		1600		1600		1600		1600	1600		1600			1600	1600		1600		
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.92		0.08		1.00		0.73		0.27		1.00		1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	1472		128		1600		1164		436		1600		1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.02		0.02		0.02		0.03		0.01		0.00	0.43		0.01			0.01	0.39		0.01		
Crit Moves:			****				****							****					****					

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

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.59		0.41	
Final Sat.:	1600		3200		1600		1600		3200		1600		1600		3200		1600		1600		4140		660	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.32		0.09		0.10		0.27		0.13		0.11		0.19		0.05		0.12		0.19		0.19	
Crit Moves:			****				****								****				****					

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.41	0.41	0.18	0.73	0.27	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	652	664	284	1168	432	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.05	0.03	0.29	0.03	0.03	0.08	0.08	0.09	0.12	0.07
Crit Moves:		****		****				****		****		

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

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	3200	1600	1600	4534	266	1600	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.16	0.11	0.25	0.25	0.07	0.27	0.07	0.11	0.29	0.08
Crit Moves:		****		****				****		****		

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

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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				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
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			
OvlAdjVol:			29															
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.32	0.68		1.28	1.21	0.51			
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2113	1087		2058	1931	811			
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.29	0.33		0.01	0.36	0.12		0.12	0.16	0.16		0.31	0.31	0.31			
OvlAdjV/S :			0.02															
Crit Moves:	****					****				****					****			

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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				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			
OvlAdjVol:			135				174											
Saturation Flow Module:																		
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00			
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.:	1600	4800	1600		1600	4800	1600		2800	4391	409		2800	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.11	0.27	0.15		0.06	0.38	0.25		0.14	0.27	0.27		0.07	0.26	0.02			
OvlAdjV/S :			0.08				0.11											
Crit Moves:	****					****			****					****				

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600 1600	1600		1600 1600	1600		1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	0.88 1.00		1.00
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.:	1600 3770	1030		1600 4791	9		1600 3200		1600	2800 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.44	0.44		0.05 0.35	0.35		0.00 0.00		0.00	0.08 0.00		0.04
Crit Moves:	****			****					****	****		

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

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600 1600	1600		1600 1600	1600		1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 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 4608	192		1600 4800	0		0 0		0	1600 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.44	0.44		0.07 0.40	0.00		0.00 0.00		0.00	0.01 0.00		0.01
Crit Moves:	****			****						****		

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

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.25	0.75	1.92	0.08	1.00	0.63	0.37	1.00
Final Sat.:	1600	4800	1600	1600	3602	1198	3066	134	1600	1007	593	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.01	0.00	0.40	0.40	0.09	0.09	0.07	0.02	0.02	0.01
Crit Moves:	****				****			****			****	

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2800	4800	1600	2800	4800	1600	2800	3200	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.13	0.04	0.26	0.10	0.09	0.29	0.07	0.05	0.21	0.06
Crit Moves:		****		****				****		****		

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

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04		1.00	2.94	0.06		0.66	0.34	1.00		0.44	0.56	1.00		
Final Sat.:	1600	4730	70		1600	4703	97		1054	546	1600		700	900	1600		
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.46	0.46		0.01	0.32	0.32		0.02	0.03	0.04		0.02	0.05	0.02		
Crit Moves:		****				****				****				****			

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

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	0.88	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00		
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.:	2800	4800	1600		2800	4549	251		2800	4588	212		2800	3200	1600		
Capacity Analysis Module:																	
Vol/Sat:	0.04	0.41	0.06		0.04	0.29	0.29		0.05	0.22	0.22		0.03	0.36	0.06		
Crit Moves:		****				****				****				****			

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

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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 << 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	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	4720	80		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.42		0.02	0.31	0.00		0.00	0.00	0.00		0.04	0.00	0.02	
Crit Moves:		****			****								****			

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

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.91	0.09		1.90	0.00	1.10		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4660	140		3035	0	1765		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.38	0.00		0.00	0.31	0.31		0.08	0.00	0.09		0.00	0.00	0.00	
Crit Moves:		****			****						****					

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600	1600		1600		1600	1600		1600		1600		1600		1600		1600		1600		1600			
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Lanes:	1.00	3.00		1.00		1.00	3.00		1.00		1.00		0.00		1.00		0.41		0.00		0.59			
Final Sat.:	1600	4800		1600		1600	4800		1600		1600		0		1600		655		0		945			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.43		0.02		0.04	0.28		0.10		0.02		0.00		0.01		0.01		0.00		0.01			
Crit Moves:		****				****					****										****			

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

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600		1600		1600	1600		1600		1600		1600		1600		1600		1600		1600			
Adjustment:	0.88	1.00		1.00		0.88	1.00		1.00		0.88		1.00		1.00		0.88		1.00		1.00			
Lanes:	2.00	4.00		1.00		2.00	3.00		1.00		2.00		3.00		1.00		2.00		4.00		1.00			
Final Sat.:	2800	6400		1600		2800	4800		1600		2800		4800		1600		2800		6400		1600			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.22		0.26		0.07	0.23		0.15		0.14		0.19		0.13		0.25		0.20		0.14			
Crit Moves:				****		****							****				****							

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

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1600	4749	51	1600	4723	77	1600	1600	1600	1600	1330	270
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.02	0.39	0.39	0.04	0.09	0.11	0.06	0.23	0.23
Crit Moves:	****				****		****				****	

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

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	1600	4754	46	1600	4800	1600	2800	0	1600	948	652	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.01	0.34	0.22	0.03	0.00	0.02	0.13	0.13	0.05
Crit Moves:		****		****			****				****	

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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 << 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	
OvlAdjVol:			14				89				0				80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00	
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.:	1600	4800	1600		1600	4800	1600		2800	3200	1600		2800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.25	0.17		0.12	0.25	0.18		0.13	0.20	0.01		0.16	0.39	0.17	
OvlAdjV/S :			0.01				0.06				0.00				0.05	
Crit Moves:		****				****				****				****		

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

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.52	0.00	0.48		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		2439	0	761		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.30	0.00		0.00	0.26	0.16		0.06	0.00	0.06		0.00	0.00	0.00	
Crit Moves:		****			****				****							

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	0.88	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	2.00	2.95		0.05		1.00	3.00		1.00		1.60		0.40		1.00	1.00		1.00		1.00
Final Sat.:	2800	4726		74		1600	4800		1600		2560		640		1600	1600		1600		1600
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.28		0.28		0.02	0.20		0.13		0.03		0.03		0.09	0.02		0.02		0.03
Crit Moves:	****						****								****					****

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

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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					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:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	2.97		0.03		1.00	2.61		0.39		1.51		0.30		0.19	1.00		1.00		1.00
Final Sat.:	1600	4750		50		1600	4169		631		2416		480		304	1600		1600		1600
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.32		0.32		0.03	0.23		0.23		0.06		0.06		0.06	0.01		0.01		0.03
Crit Moves:		****				****							****							****

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.116
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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 << 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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			0.88	1.00		1.00			0.88	1.00		1.00		
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.:	1600	4800		1600			1600	4234		566			2800	3096		104			2800	3753		1047		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.23		0.40			0.11	0.18		0.18			0.07	0.35		0.35			0.19	0.38		0.38		
Crit Moves:				****			****							****					****					

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

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.00	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	4757		43			1600	4800		0			0	0		0			1600	0		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.33		0.33			0.04	0.20		0.00			0.00	0.00		0.00			0.06	0.00		0.11		
Crit Moves:		****					****															****		

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

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	0	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	2.82	0.18		1.00	2.52	0.48		1.00	1.00	1.00		1.00	1.00	1.00			
Final Sat.:	1600	4509	291		1600	4032	768		1600	1600	1600		1600	1600	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.09	0.26	0.26		0.11	0.19	0.18		0.12	0.11	0.05		0.02	0.11	0.14			
Crit Moves:		****			****				****						****			

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

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00			
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.:	1600	1600	1600		1600	3200	1600		1600	4800	1600		2800	4800	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.00		0.01	0.00	0.00		0.00	0.21	0.01		0.01	0.19	0.01			
Crit Moves:	****					****				****			****					

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

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		3.00		1.00		1.00		3.00		1.00	
Final Sat.:	1600		1600		1600		1600		1600		1600		1600		4800		1600		1600		4800		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.00		0.02		0.00		0.00		0.01		0.00		0.20		0.04		0.06		0.17		0.00	
Crit Moves:	****										****				****				****					

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

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						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	
OvlAdjVol:																							34	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		0.88		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
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		2800		0		1600		1600		4800		0		0		4800		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.01		0.00		0.03		0.08		0.33		0.00		0.00		0.32		0.05	
OvlAdjV/S :																							0.02	
Crit Moves:											****				****						****			

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

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

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.273
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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					Ignore				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
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
Reduced Vol:	4		0		4	13		4		47	173		613		14	17		202		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.:	4		0		4	13		4		47	173		613		14	17		202		0
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	0.88	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	2.00	1.00		1.00		1.00	1.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00	
Final Sat.:	2800	1600		1600		1600	1600		1600		1600	3200		1600		1600	3200		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.01	0.00		0.03		0.11	0.19		0.01		0.01	0.06		0.00	
Crit Moves:	****								****			****				****				

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.64	0.36		1.00		1.00	1.00		1.00		1.00	2.97		0.03		1.00	2.93		0.07	
Final Sat.:	1029	571		1600		1600	1600		1600		1600	4747		53		1600	4686		114	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.02		0.07		0.01	0.01		0.01		0.01	0.24		0.24		0.04	0.33		0.33	
Crit Moves:				****		****					****							****		

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

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	862	0	738	159	3041	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.23	0.00	0.00	0.26	0.02
Crit Moves:				****			****				****	

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

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.87	0.13	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2990	210	1600	1600	133	1467	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.02	0.02	0.11	0.34	0.13	0.14	0.37	0.06
Crit Moves:			****		****			****		****		

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

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					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:	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		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	1369		231		1600	0		2886		314	1600		3200		0
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.06		0.06		0.05	0.00		0.47		0.47	0.02		0.42		0.00
Crit Moves:						****							****			****				

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

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		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	1600		0		1600	1600		3200		0	0		3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.10		0.00		0.07	0.08		0.26		0.00	0.00		0.14		0.07
Crit Moves:						****							****			****				

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600	1600		1600	1600		1600		1600		1600	1600		1600	1600		1600		1600					
Adjustment:	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00		1.00					
Lanes:	0.53	0.47		1.00	0.55		0.45		1.00		1.00	2.00		1.00	1.00		2.00		1.00					
Final Sat.:	853	747		1600	888		712		1600		1600	3200		1600	1600		3200		1600					
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.17		0.11	0.07		0.12		0.03		0.03	0.34		0.03	0.07		0.29		0.05					
Crit Moves:		****			****							****			****									

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

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600		1600		1600		1600		1600		1600		1600	1600		1600		1600	1600		1600			
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00			
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00	2.00		1.00		1.00	2.00		0.00			
Final Sat.:	1600		0		1600		0		0		0		0	3200		1600		1600	3200		0			
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.00		0.02		0.00		0.00		0.00		0.00	0.37		0.03		0.00	0.41		0.00			
Crit Moves:	****												****						****					

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

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	3200	0	1600	533	0	1067	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.04	0.09	0.46	0.01
Crit Moves:	****			****				****		****		

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

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	2.86	0.14	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1173	427	1600	4574	226	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.01	0.01	0.02	0.34	0.34	0.08	0.37	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600	1600		1600		1600	1600		1600	1600	1600		1600	1600	1600		1600							
Adjustment:	1.00	1.00		1.00		0.88	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00							
Lanes:	1.00	3.00		1.00		2.00	3.77		0.23	1.00	1.97		0.03	1.00	2.00		1.00							
Final Sat.:	1600	4800		1600		2800	6031		369	1600	3160		40	1600	3200		1600							
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.43		0.29		0.02	0.25		0.26	0.07	0.11		0.10	0.25	0.08		0.00							
Crit Moves:		****				****					****			****										

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

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600		1600		1600	1600		1600	1600	1600		1600	1600	1600		1600							
Adjustment:	0.88	1.00		1.00		0.88	1.00		1.00	1.00	1.00		1.00	0.88	1.00		1.00							
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.:	2800	5701		699		2800	6363		37	0	4800		1600	2800	2953		247							
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.40		0.40		0.03	0.27		0.27	0.00	0.22		0.12	0.11	0.22		0.21							
Crit Moves:		****				****					****			****										

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

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	1600	1600		1600			1600	1600		1600			1600	1600			1600		1600	1600			1600	
Adjustment:	0.88	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	2.00	3.98		0.02			1.00	4.00		1.00			1.46	0.54			1.00		0.60	0.40			1.00	
Final Sat.:	2800	6375		25			1600	6400		1600			2338	862			1600		967	633			1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.45		0.45			0.01	0.35		0.02			0.01	0.01			0.00		0.03	0.03			0.02	
Crit Moves:		****					****							****						****				

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

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	1600	1600		1600			1600	1600		1600			1600	1600			1600		1600	1600			1600	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	1.00	3.94		0.06			1.00	3.90		0.10			1.00	2.00			1.00		1.00	1.68			0.32	
Final Sat.:	1600	6304		96			1600	6246		154			1600	3200			1600		1600	2689			511	
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.40		0.40			0.03	0.30		0.30			0.05	0.07			0.04		0.07	0.12			0.12	
Crit Moves:		****					****						****							****				

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

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.93	0.07	1.00	3.99	0.01	0.42	0.58	1.00	0.93	0.07	1.00
Final Sat.:	1600	6283	117	1600	6385	15	667	933	1600	1483	117	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.02	0.34	0.34	0.01	0.02	0.03	0.05	0.05	0.03
Crit Moves:		****		****					****	****		

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

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:			189									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.21	0.04	0.28	0.10	0.07	0.31	0.22	0.09	0.17	0.08
OvlAdjV/S :			0.12									
Crit Moves:		****		****				****		****		

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

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6400	1600	2800	6322	78	1557	43	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.01	0.05	0.34	0.34	0.02	0.02	0.02	0.00	0.00	0.01
Crit Moves:		****		****			****					****

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) 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): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6400	1600	2800	6298	102	1442	158	1600	1422	711	1067
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.01	0.01	0.34	0.34	0.05	0.05	0.04	0.01	0.01	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	5912	488	2800	5649	751	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.07	0.30	0.30	0.14	0.25	0.04	0.05	0.13	0.03
OvlAdjV/S :												0.00
Crit Moves:		****		****				****		****		

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

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.94	0.06	1.00	3.80	0.20	1.00	0.63	0.37	1.00	0.67	0.33
Final Sat.:	1600	6304	96	1600	6080	320	1600	1006	594	1600	1076	524
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.03	0.29	0.29	0.04	0.12	0.12	0.03	0.14	0.14
Crit Moves:		****		****			****				****	

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

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	3.85	0.15	1.00	0.69	0.31	1.00	0.65	0.35
Final Sat.:	1600	6186	214	1600	6164	236	1600	1103	497	1600	1034	566
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.03	0.29	0.29	0.05	0.13	0.13	0.05	0.18	0.17
Crit Moves:		****		****			****				****	

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	4800	1600	2800	4201	599
Capacity Analysis Module:												
Vol/Sat:	0.12	0.27	0.13	0.10	0.26	0.11	0.11	0.18	0.10	0.08	0.19	0.19
Crit Moves:	****				****		****				****	

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

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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
OvlAdjVol:									8			0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.62	0.38	1.00	1.38	0.62	1.00
Final Sat.:	2800	6400	1600	2800	6400	1600	988	612	1600	2208	992	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.06	0.03	0.30	0.04	0.02	0.02	0.04	0.02	0.02	0.02
OvlAdjV/S :									0.01			0.00
Crit Moves:		****		****			****			****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6311	89	2800	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.30	0.04	0.03	0.01	0.01	0.01	0.01	0.03
Crit Moves:		****		****			****					****

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	6400	1600	2800	6131	269	1600	2961	239	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.08	0.07	0.24	0.24	0.06	0.20	0.20	0.06	0.08	0.12
Crit Moves:		****		****				****		****		

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

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.46	0.54	1.00	0.56	0.44
Final Sat.:	2800	6400	1600	2800	6400	1600	1600	738	862	1600	900	700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.00	0.01	0.27	0.02	0.02	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	4480	320	2800	3557	1243
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.22	0.07	0.24	0.07	0.14	0.29	0.29	0.18	0.21	0.21
Crit Moves:		****		****				****		****		

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

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.83	0.17	1.00	3.90	0.10	0.36	0.64	1.00	0.44	0.56	1.00
Final Sat.:	1600	6130	270	1600	6247	153	582	1018	1600	706	894	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.05	0.32	0.32	0.04	0.11	0.02	0.06	0.13	0.05
Crit Moves:		****		****			****				****	

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6091	309	2800	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.22	0.28	0.06	0.09	0.24	0.06	0.07	0.16	0.25
Crit Moves:		****		****			****					****

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

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.68	0.32	1.00	3.00	1.00	1.00	0.80	0.20	1.00	0.06	1.94
Final Sat.:	1600	5885	515	1600	4800	1600	1600	1280	320	1600	91	3109
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.15	0.24	0.01	0.01	0.01	0.01	0.06	0.10	0.10
OvlAdjV/S :												0.00
Crit Moves:		****		****			****				****	

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.928
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	2800	4660	140	2800	4800	1600	1600	3807	993	1600	3750	1050
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.07	0.14	0.13	0.21	0.24	0.24	0.11	0.24	0.24
Crit Moves:		****		****			****				****	

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

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.59	0.41	1.00	0.48	0.52	1.00
Final Sat.:	1600	4767	33	1600	4754	46	948	652	1600	772	828	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.01	0.26	0.26	0.01	0.02	0.01	0.01	0.02	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.88	0.12	0.58	0.90	0.52	1.00	1.00	1.00
Final Sat.:	1600	4684	116	1600	4605	195	920	1443	837	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.02	0.25	0.25	0.03	0.05	0.05	0.02	0.03	0.04
Crit Moves:		****		****			****					****

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

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.62	0.38	0.96	0.04	1.00	1.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4192	608	1542	58	1600	1600	800	800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.03	0.01	0.26	0.25	0.12	0.12	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****				****	

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

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600		1600	1600					
Adjustment:	1.00	1.00		1.00		0.88	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00					
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.:	1600	3200		1600		2800	3189		11		960	640		1600		1600		36	3164					
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.49		0.10		0.08	0.27		0.27		0.00	0.00		0.00		0.06		0.11	0.11					
Crit Moves:		****				****					****							****						

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

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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		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		1.00			
PHF Adj:	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:	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		1.00			
MLF Adj:	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.:	102		0		214		0		0		0		0	729		52		146	414		0			
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600	1600		1600		1600	1600		1600			
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00			
Lanes:	1.00	0.00		1.00		0.00	0.00		0.00		0.00		0.00	1.87		0.13		1.00	2.00		0.00			
Final Sat.:	1600		0		1600		0		0		0		0	2987		213		1600	3200		0			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.00		0.13		0.00	0.00		0.00		0.00		0.24	0.24		0.09		0.13	0.00					
Crit Moves:				****										****				****						

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

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.04	0.33	0.00	0.00	0.25	0.05
Crit Moves:				****				****		****		

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

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	1.00	0.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	454	1146	1600	722	878	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.01	0.02	0.05	0.01	0.01	0.34	0.01	0.01	0.40	0.02
Crit Moves:		****		****			****				****	

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

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.08	0.92		1.00	0.00	1.00		1.00	2.74	0.26		1.00	4.00	1.00	
Final Sat.:	1600	126	1474		1600	0	1600		1600	4387	413		1600	6400	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.06	0.06		0.03	0.00	0.02		0.01	0.31	0.31		0.04	0.31	0.01	
Crit Moves:	****						****				****			****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Permitted				Permitted			
Rights:	Ignore				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	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	
Reduced Vol:	0	0	0		0	0	0		144	1292	0		0	690	635	
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.:	0	0	0		0	0	0		144	1292	0		0	690	635	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		1.00	2.00	0.00		0.00	1.04	0.96	
Final Sat.:	0	0	0		0	0	0		1600	3200	0		0	1666	1534	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.09	0.40	0.00		0.00	0.41	0.41	
Crit Moves:									****					****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		1.00	1.65		0.00		0.35	0.00		2.00		1.00	0.00		2.00		0.00
Final Sat.:	0		0		1600	2633		0		567	0		3200		1600	0		3200		0
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.02	0.19		0.00		0.19	0.00		0.28		0.01	0.00		0.21		0.00
Crit Moves:					****	****							****			****				

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

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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					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:	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		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		3200	0		0		0	0		3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.00		0.00		0.00	0.00		0.00		0.14	0.00		0.00		0.00	0.00		0.37		0.26
Crit Moves:										****								****		

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

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	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	
Reduced Vol:	0	0	143		0	0	0		0	608	1456		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.:	0	0	143		0	0	0		0	608	1456		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	2.00		0.00	0.00	0.00	
Final Sat.:	0	0	1600		0	0	0		0	3200	3200		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.09		0.00	0.00	0.00		0.00	0.19	0.46		0.00	0.00	0.00	
Crit Moves:			****								****					

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.94	0.00	0.06		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	3112	0	88		0	0	0		0	1600	1600		1600	1600	0	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.00	0.25		0.00	0.00	0.00		0.00	0.23	0.30		0.07	0.45	0.00	
Crit Moves:			****						****					****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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			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
OvlAdjVol:									139			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.43	0.57	0.11	0.00	1.89	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3894	906	174	0	3026	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.28	0.00	0.00	0.42	0.42	0.28	0.00	0.28	0.00	0.00	0.00
OvlAdjV/S :									0.05			
Crit Moves:	****				****		****					

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

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.76	0.00	0.24
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2809	0	391
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.22	0.03	0.20	0.00	0.00	0.00	0.00	0.39	0.00	0.39
OvlAdjV/S :			0.00									
Crit Moves:		****		****						****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.52	0.00	0.48		2.00	3.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		2430	0	770		2800	4800	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.26	0.00	0.26		0.22	0.20	0.00		0.00	0.35	0.10	
Crit Moves:					****				****					****		

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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	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	
OvlAdjVol:							0									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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.:	261	1339	1600		1401	199	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.01		0.23	0.23	0.31		0.32	0.28	0.01		0.03	0.22	0.12	
OvlAdjV/S :							0.00									
Crit Moves:		****				****			****					****		

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

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.21	0.00	0.00	0.30	0.01
Crit Moves:						****	****				****	

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

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6331	69	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.26	0.06	0.32	0.00
Crit Moves:			****					****		****		

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

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	1.67	0.33	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	2227	973	1600	2675	525	1600	2899	301
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.13	0.03	0.05	0.05	0.02	0.11	0.11	0.07	0.07	0.07
Crit Moves:	****				****			****		****		

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

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	1.07	0.61	1.00	1.00	1.00	1.00	2.91	0.09	1.00	2.43	0.57
Final Sat.:	519	1705	976	1600	1600	1600	1600	4659	141	1600	3881	919
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.02	0.05	0.02	0.11	0.21	0.21	0.04	0.31	0.31
Crit Moves:		****		****			****				****	

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

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.79	0.21	1.89	0.11	1.00	1.63	0.37	1.00
Final Sat.:	1600	4800	1600	1600	4457	343	3020	180	1600	2611	589	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.02	0.01	0.22	0.22	0.06	0.06	0.05	0.01	0.01	0.02
Crit Moves:	****				****			****				****

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

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.98	0.02	1.00	0.67	0.33	1.00
Final Sat.:	1600	4776	24	1600	4659	141	1569	31	1600	1067	533	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.01	0.20	0.20	0.09	0.10	0.04	0.00	0.00	0.00
Crit Moves:		****		****				****		****		

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

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	0.88	1.00		1.00			0.88	1.00		1.00			0.88	1.00		1.00			0.88	1.00		1.00		
Lanes:	2.00	2.65		0.35			2.00	3.00		1.00			2.00	2.00		1.00			2.00	2.64		0.36		
Final Sat.:	2800	4238		562			2800	4800		1600			2800	3200		1600			2800	4232		568		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.23		0.23			0.04	0.16		0.11			0.06	0.30		0.04			0.04	0.21		0.21		
Crit Moves:		****					****							****					****					

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

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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	
OvlAdjVol:										38														
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	0.88	1.00		1.00			1.00	1.00		1.00			0.88	1.00		1.00			1.00	1.00		1.00		
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.:	2800	4800		0			1600	4800		1600			2800		0		1600			0			0	
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.22		0.00			0.00	0.19		0.05			0.02	0.00		0.03			0.00	0.00		0.00		
OvlAdjV/S :										0.02														
Crit Moves:	****								****							****								

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

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	0.88		1.00		1.00		0.88		1.00		1.00		0.88		1.00		1.00		1.00		1.00		1.00	
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.:	2800		4800		1600		2800		4800		1600		2800		4800		1600		1600		3671		1129	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.20		0.07		0.07		0.16		0.08		0.04		0.15		0.04		0.04		0.18		0.18	
Crit Moves:			****				****						****								****			

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

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		0.88		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
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.:	1600		4720		80		2800		3200		1600		1600		2469		731		1600		1600		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.15		0.15		0.02		0.21		0.07		0.02		0.01		0.01		0.01		0.02		0.24	
Crit Moves:	****								****				****										****	

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

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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
OvlAdjVol:						0						61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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	2800	0	3200	2800	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.08	0.11	0.26	0.00	0.00	0.27	0.22
OvlAdjV/S :						0.00						0.04
Crit Moves:				****				****			****	

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

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.31	1.00	0.98	1.02	1.00	1.00	1.00	1.00	1.26	0.74	1.00
Final Sat.:	1110	2090	1600	1571	1629	1600	1600	1600	1600	2020	1180	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.04	0.12	0.12	0.05	0.01	0.01	0.02	0.06	0.06	0.16
OvlAdjV/S :			0.00									
Crit Moves:	****			****					****			****

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

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.04	0.04	0.06	0.12	0.03	0.30	0.02	0.02	0.37	0.06
Crit Moves:		****		****			****				****	

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

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1220	380	1600	1119	481	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.02	0.10	0.10	0.02	0.26	0.04	0.03	0.30	0.03
Crit Moves:		****		****			****				****	

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

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.93	0.07	1.00	1.51	0.49	1.00	1.39	0.61
Final Sat.:	1600	2807	393	1600	3094	106	1600	2412	788	1600	2220	980
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.01	0.11	0.11	0.01	0.02	0.02	0.04	0.05	0.05
Crit Moves:	****				****		****				****	

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

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	2572	628	1600	2474	726	2800	4358	442	2800	5855	545
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.11	0.09	0.09	0.06	0.27	0.27	0.04	0.26	0.26
Crit Moves:		****		****			****				****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.24	0.76	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1556	44	1600	376	1224	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.05	0.20	0.05	0.07	0.07	0.01	0.00	0.01	0.08
Crit Moves:		****		****			****					****

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

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38	1.00	1.00	0.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	993	607	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.00	0.00	0.22	0.01	0.01	0.02	0.03	0.00	0.00	0.01
Crit Moves:		****		****					****	****		

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

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.95	0.05		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	4715	85		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.00		0.00	0.00	0.00		0.00	0.38	0.38		0.04	0.43	0.00	
Crit Moves:	****								****					****		

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

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	
OvlAdjVol:			119													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.67	0.33	1.00		1.00	0.53	0.47		2.00	2.80	0.20		1.00	3.00	1.00	
Final Sat.:	1067	533	1600		1600	847	753		2800	4486	314		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.05	0.14		0.00	0.01	0.01		0.01	0.32	0.32		0.07	0.18	0.00	
OvlAdjV/S :			0.07													
Crit Moves:	****					****				****			****			

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

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.04	0.96		1.00			0.48	0.52		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	66	1534		1600			769	831		1600			1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.15		0.08			0.07	0.15		0.04			0.08	0.21		0.00			0.02	0.18		0.05		
Crit Moves:		****					****						****							****				

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

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.59	0.03		1.38			1.00	1.00		0.00			1.00	2.52		0.48			1.00	2.00		1.00		
Final Sat.:	2542		57		2202		1600	1600		0			1600	4039		761			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.12		0.12			0.01	0.00		0.00			0.00	0.23		0.23			0.10	0.23		0.00		
Crit Moves:	****						****							****					****					

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

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	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
OvlAdjVol:			1									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.16	0.07	0.08	0.04	0.05	0.18	0.02	0.16	0.19	0.05
OvlAdjV/S :			0.00									
Crit Moves:		****		****				****		****		

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

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2642	558	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.29	0.25	0.25	0.01	0.10	0.02	0.03	0.20	0.12	0.11	0.25	0.04
Crit Moves:	****				****			****		****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.72	0.28	1.00	0.18	0.82	1.00
Final Sat.:	1600	3111	89	1600	3200	1600	1151	449	1600	295	1305	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.37	0.03	0.19	0.02	0.04	0.06	0.09	0.01	0.06	0.02
Crit Moves:		****		****			****				****	

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

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.00	1.00	0.18	0.82	1.00
Final Sat.:	1600	3184	16	1600	3054	146	1600	1600	1600	293	1307	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.01	0.23	0.23	0.06	0.03	0.02	0.01	0.04	0.08
Crit Moves:		****		****			****					****

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

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00
Lanes:	1.00 2.00		1.00	1.00 1.99		0.01	0.27 0.73		1.00	1.00	1.00	1.00
Final Sat.:	1600 3200		1600	1600 3182		18	436 1164		1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.35		0.06	0.02 0.22		0.22	0.01 0.03		0.00	0.09	0.01	0.03
Crit Moves:	****			****			****			****		

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

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 0.00		1.00	0.00 0.00		0.00	0.00 2.00		1.00	1.00 2.00		0.00
Final Sat.:	1600 0		1600	0 0		0	0 3200		1600	1600 3200		0
Capacity Analysis Module:												
Vol/Sat:	0.33 0.00		0.09	0.00 0.00		0.00	0.00 0.39		0.15	0.07 0.36		0.00
Crit Moves:	****						****			****		

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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 << 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1600		3200		1600		1600		3200		1600		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.23		0.22		0.16		0.15		0.27		0.11		0.11		0.25		0.18		0.12		0.23		0.15	
Crit Moves:	****								****						****				****					

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

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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	
OvlAdjVol:					346																			
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		0.88		1.00		1.00	
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.:	1600		4800		1600		1600		3200		1600		1600		4514		286		2800		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.18		0.32		0.16		0.31		0.01		0.04		0.28		0.28		0.10		0.25		0.08	
OvlAdjV/S :					0.22																			
Crit Moves:					****		****								****				****					

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

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.95	0.05		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3121	79		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.40	0.09		0.07	0.36	0.06		0.15	0.15	0.15		0.18	0.15	0.07	
Crit Moves:		****			****					****			****			

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00	
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.:	1600	4800	1600		1600	4800	1600		1600	4546	254		2800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.37		0.07	0.27	0.10		0.10	0.23	0.23		0.17	0.21	0.05	
Crit Moves:			****		****					****			****			

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2800	4800	1600	2800	4800	1600	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.01	0.06	0.20	0.13	0.18	0.11	0.08	0.00	0.05	0.03
Crit Moves:		****		****			****				****	

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

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2837	363	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.13	0.18	0.15	0.15	0.05	0.17	0.01	0.08	0.17	0.16
Crit Moves:		****		****				****		****		

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

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.49	0.37	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	222	788	591	1496	104	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.15	0.15	0.03	0.05	0.22	0.00	0.01	0.29	0.10
Crit Moves:	****				****		****				****	

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

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.96	0.04
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4460	340	1600	4739	61
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.01	0.03	0.02	0.02	0.25	0.25	0.06	0.31	0.31
Crit Moves:	****				****		****				****	

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

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		0.37		0.63		1.00		1.00		2.00		1.00		1.00		1.98		0.02	
Final Sat.:	1600		1600		1600		585		1015		1600		1600		3200		1600		1600		3167		33	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.02		0.04		0.01		0.03		0.00		0.01		0.40		0.03		0.03		0.37		0.37	
Crit Moves:	****								****						****				****					

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

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.89		0.11		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1600		3026		174		1600		3200		1600		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.11		0.15		0.15		0.12		0.15		0.10		0.07		0.17		0.05		0.04		0.24		0.09	
Crit Moves:			****				****						****								****			

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

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	1.65	1.00	0.15	1.85	1.00	0.27	0.73	1.00	0.30	0.70	1.00
Final Sat.:	564	2636	1600	246	2954	1600	437	1163	1600	487	1113	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.04	0.03	0.16	0.02	0.03	0.11	0.06	0.06	0.19	0.07
Crit Moves:	****				****		****				****	

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

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.86	0.14	1.00	2.85	0.15
Final Sat.:	1600	3200	1600	1600	3000	200	1600	4571	229	1600	4557	243
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.04	0.07	0.14	0.14	0.02	0.18	0.18	0.11	0.23	0.23
Crit Moves:		****		****				****		****		

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

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.78	0.22	1.00	1.54	0.46	1.00	1.56	0.44
Final Sat.:	1600	2496	704	1600	2845	355	1600	2462	738	1600	2502	698
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.11	0.06	0.22	0.22	0.04	0.09	0.09	0.12	0.16	0.16
Crit Moves:	****				****			****		****		

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

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.45	0.55	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	2800	3200	1600	1600	2318	882	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.08	0.08	0.26	0.26	0.04	0.30	0.10	0.08	0.29	0.03
Crit Moves:	****				****			****		****		

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

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.18	0.05	0.25	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	1600	2481	719	2800	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.06	0.04	0.23	0.23	0.07	0.04	0.05	0.03	0.25	0.03
Crit Moves:	****				****		****				****	

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

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.45	1.00	0.33	0.67	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	880	720	1600	533	1067	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.05	0.06	0.07	0.05	0.01	0.03	0.01	0.00	0.01	0.00
Crit Moves:		****		****			****				****	

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

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.14	0.00	0.00	0.00	0.00	0.25	0.10	0.09	0.16	0.00
Crit Moves:			****					****		****		

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

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.03	0.34	0.00	0.00	0.28	0.05
Crit Moves:				****				****		****		

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

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.06	0.01	0.03	0.04	0.23	0.06	0.02	0.19	0.05
Crit Moves:			****	****				****		****		

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

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	2800	3200	1600	1600	4800	1600	1600	3892	908
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.16	0.09	0.28	0.05	0.06	0.18	0.09	0.21	0.29	0.29
Crit Moves:		****		****				****		****		

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

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2627	573	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.04	0.08	0.24	0.08	0.05	0.11	0.11	0.06	0.13	0.10
Crit Moves:		****		****			****				****	

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

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

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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
OvlAdjVol:			0						470			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4800	1600	2800	3512	1288	2800	4800	1600	2800	4492	308
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.07	0.04	0.38	0.38	0.07	0.18	0.35	0.11	0.17	0.17
OvlAdjV/S :			0.00						0.29			
Crit Moves:	****				****				****	****		

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

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.01	0.03	0.37	0.18	0.01	0.00	0.01	0.01	0.00	0.02
Crit Moves:	****				****		****					****

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

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.96	0.04	1.00		0.10	0.23	0.67	
Final Sat.:	1600	3200	1600		1600	3200	1600		3131	69	1600		164	361	1075	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.40	0.01		0.03	0.28	0.43		0.06	0.06	0.05		0.12	0.12	0.12	
Crit Moves:	****						****			****			****			

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

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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	
OvlAdjVol:							0									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1600	3200	1600		1600	4800	1600		1600	4800	1600		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.40	0.01		0.02	0.17	0.04		0.04	0.09	0.05		0.01	0.11	0.01	
OvlAdjV/S :							0.00									
Crit Moves:		****			****				****					****		

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

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.71	0.29	1.00	0.19	0.47	0.34
Final Sat.:	1600	3200	1600	1600	4593	207	1143	457	1600	297	754	549
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.01	0.02	0.17	0.17	0.08	0.11	0.03	0.02	0.09	0.09
Crit Moves:		****		****			****				****	

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

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.08	0.04	0.19	0.07	0.06	0.22	0.08	0.10	0.31	0.10
Crit Moves:		****		****			****				****	

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

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.39	0.35	0.26	0.18	0.59	0.23
Final Sat.:	1600	3200	1600	1600	3200	1600	631	555	414	282	944	374
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.02	0.00	0.28	0.03	0.07	0.18	0.18	0.03	0.17	0.17
Crit Moves:		****		****			****				****	

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

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.42	0.08	0.03	0.33	0.02	0.03	0.09	0.07	0.17	0.15	0.06
Crit Moves:		****		****				****		****		

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

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

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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	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	
Reduced Vol:	6	1541		30			18	1430		14			0		0		2		11		0		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.:	6	1541		30			18	1430		14			0		0		2		11		0		87	
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			0.00	0.00		1.00			0.11	0.00		0.89		
Final Sat.:	1600	3200		1600			1600	3200		1600			0		0		1600		180		0		1420	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.48		0.02			0.01	0.45		0.01			0.00	0.00		0.00			0.01	0.00		0.06		
Crit Moves:		****					****						****									****		

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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 << 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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	2.64		0.36			1.00	2.59		0.41			1.00	2.82		0.18			1.00	2.67		0.33		
Final Sat.:	1600	4216		584			1600	4152		648			1600	4514		286			1600	4266		534		
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.33		0.33			0.06	0.30		0.30			0.15	0.27		0.27			0.18	0.33		0.33		
Crit Moves:	****							****					****							****				

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

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

Intersection #168 Western Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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
Reduced Vol:	182	1339	7	10	984	93	18	0	56	0	0	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.:	182	1339	7	10	984	93	18	0	56	0	0	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	0	1600	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.00	0.01	0.31	0.06	0.01	0.00	0.04	0.00	0.00	0.05
Crit Moves:		****		****			****					****

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

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1535	65	1600	1486	114	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.01	0.01	0.01	0.01	0.39	0.05	0.05	0.30	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.32	0.68	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	424	1176	1600	505	1095	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.02	0.05	0.15	0.02	0.03	0.19	0.02	0.08	0.41	0.04
Crit Moves:		****		****			****				****	

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

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.67	0.15	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.74	0.26
Final Sat.:	295	1067	238	1600	1600	1600	1600	3012	188	1600	2790	410
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.04	0.11	0.06	0.05	0.18	0.18	0.04	0.21	0.21
Crit Moves:		****		****			****				****	

Weekday Mid-Day Peak Hour

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1600	580	1020	1600	1600	1600	1600	3200	1600	1600	3085	115
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.03	0.06	0.26	0.03	0.03	0.31	0.31
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	2800	0	1600	1600	4800	0	0	4632	168
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.26	0.00	0.00	0.29	0.29
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	1600		0		1600		0		0		0		0		3200		1600		1600		3200		0	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.00		0.02		0.00		0.00		0.00		0.00		0.30		0.07		0.03		0.34		0.00	
Crit Moves:	****												****								****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.96		0.04		1.00		1.65		0.35		1.00		1.00		2.80		0.20		1.00		2.98		0.02	
Final Sat.:	1535		65		1600		2643		557		1600		1600		4485		315		1600		4760		40	
Capacity Analysis Module:																								
Vol/Sat:	0.17		0.17		0.04		0.01		0.01		0.00		0.02		0.36		0.37		0.02		0.35		0.35	
Crit Moves:	****						****										****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.58	0.51	0.91	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1600	1600	1600	936	815	1449	1600	4800	1600	1600	4618	182
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.02	0.03	0.03	0.03	0.22	0.03	0.05	0.21	0.21
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.52	0.08	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1067	533	1600	826	131	643	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.08	0.08	0.03	0.23	0.01	0.02	0.25	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.57	0.00	1.43	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2510	0	2290	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.34	0.18	0.24	0.25	0.00
OvlAdjV/S :			0.00									
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	0.32	1.00	0.78	0.22	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1084	516	1600	1244	356	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.02	0.01	0.20	0.01	0.01	0.02	0.01	0.02	0.03	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.13	0.87	1.00	1.56	0.44
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3405	1395	1600	2500	700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.08	0.05	0.16	0.05	0.07	0.08	0.08	0.08	0.13	0.13
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.44	0.56	1.00	0.54	0.46	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	699	901	1600	865	735	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.03	0.05	0.23	0.03	0.02	0.04	0.02	0.03	0.05	0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.61	0.39	1.00		0.50	0.50	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		979	621	1600		807	793	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.04		0.03	0.24	0.03		0.04	0.06	0.03		0.04	0.07	0.05	
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.62	0.38		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4189	611		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.21	0.07		0.12	0.19	0.08		0.06	0.21	0.21		0.17	0.26	0.13	
Crit Moves:	****					****				****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600		1600			1600	1600		1600			1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			0.54		0.46		1.00		0.58		0.42		1.00	
Final Sat.:	1600	3200		1600			1600	3200		1600			869		731		1600		929		671		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.34		0.02			0.02	0.29		0.01			0.01		0.02		0.01		0.01		0.02		0.01	
Crit Moves:		****					****						****								****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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	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:	1600	1600		1600			1600	1600		1600			1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		0.88		1.00		1.00	
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.:	1600	3200		1600			1600	3200		1600			1600		1600		1600		2800		1600		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.31		0.08			0.11	0.25		0.02			0.03		0.11		0.04		0.07		0.16		0.13	
Crit Moves:		****					****								****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #15 Anza 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): xxxxxx
Optimal Cycle: 74 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2593	607	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.10	0.12	0.19	0.06	0.12	0.28	0.27	0.13	0.21	0.15
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.54	0.46	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1333	267	1600	862	738	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.00	0.01	0.24	0.01	0.01	0.01	0.02	0.00	0.01	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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		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		1.00		1.00	
Initial Bse:	0	463		257	297	513		0		0	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		1.00		1.00	
PHF Adj:	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:	0	463		257	297	513		0		0	0		0		0		0		286		0		324	
Reduct Vol:	0	0		0	0	0		0		0	0		0		0		0		0		0		0	
Reduced Vol:	0	463		257	297	513		0		0	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		1.00		1.00	
MLF Adj:	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.:	0	463		257	297	513		0		0	0		0		0		0		286		0		324	
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600	1600	1600		1600		1600	1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00	2.00		1.00	1.00	2.00		0.00		0.00	0.00		0.00		0.00		0.00		1.40		0.01		1.59	
Final Sat.:	0	3200		1600	1600	3200		0		0	0		0		0		0		2250		0		2550	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.14		0.16	0.19	0.16		0.00		0.00	0.00		0.00		0.00		0.00		0.13		0.00		0.13	
Crit Moves:				****	****														****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600		1600	1600	1600		1600		1600	1600		1600		1600		1600		1600					
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00					
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00		1.95	0.05		1.00		1.00		1.00		1.00					
Final Sat.:	1600	3200		1600	1600	3200		1600		3125	75		1600		1600		1600		1600					
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.12		0.00	0.01	0.14		0.25		0.12	0.12		0.04		0.00		0.01		0.01					
Crit Moves:	****							****		****									****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.56	1.44		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1600	1600		1600	2504	2296		1600	1600	3200		1600	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09		0.09	0.07	0.07		0.04	0.04	0.30		0.02	0.11	0.29		0.08
Crit Moves:				****		****				****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.46	0.54		1.00	0.61	0.39		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	738	862		1600	983	617		1600	1600	3200		1600	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07		0.02	0.03	0.05		0.03	0.09	0.36		0.02	0.03	0.32		0.01
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.25	0.75		1.00			0.22	0.78		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	404	1196		1600			354	1246		1600			1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.11		0.04			0.02	0.09		0.03			0.02	0.30		0.02			0.04	0.34		0.02		
Crit Moves:		****					****						****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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:	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		
OvlAdjVol:				0						33														
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	2.78		0.22			1.00	2.90		0.10		
Final Sat.:	1600	1600		1600			1600	1600		1600			1600	4454		346			1600	4635		165		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.14		0.08			0.03	0.15		0.10			0.08	0.31		0.31			0.08	0.30		0.30		
OvlAdjV/S :				0.00						0.02														
Crit Moves:	****							****						****					****					

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600							
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		0.58	0.42	1.00		0.73	0.27	1.00							
Final Sat.:	1600	1600	1600		1600	1600	1600		923	677	1600		1173	427	1600							
Capacity Analysis Module:																						
Vol/Sat:	0.01	0.28	0.00		0.01	0.34	0.01		0.01	0.02	0.01		0.01	0.01	0.01							
Crit Moves:	****					****				****			****									

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600							
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00							
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		0.29	0.71	1.00		0.08	0.92	1.00							
Final Sat.:	1600	1600	1600		1600	1600	1600		462	1138	1600		121	1479	1600							
Capacity Analysis Module:																						
Vol/Sat:	0.03	0.25	0.01		0.02	0.27	0.03		0.03	0.11	0.05		0.01	0.07	0.02							
Crit Moves:	****					****				****			****									

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.12	0.06	0.05	0.04	0.26	0.01	0.02	0.29	0.10
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.84	0.16
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4692	108	1600	4547	253
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.03	0.03	0.07	0.07	0.03	0.30	0.30	0.02	0.31	0.31
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2683	517	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.04	0.05	0.11	0.09	0.13	0.29	0.29	0.08	0.27	0.09
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2964	236
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.06	0.05	0.11	0.09	0.12	0.27	0.02	0.11	0.27	0.27
OvlAdjV/S :						0.00						
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.180
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.12	0.88		1.00	0.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	0	200	1400		1600	0	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.01		0.02	0.00	0.01		0.01	0.12	0.00		0.00	0.11	0.03	
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.44	0.56	1.00		0.82	0.18	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	711	889	1600		1314	286	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.01		0.01	0.02	0.01		0.02	0.28	0.01		0.01	0.26	0.02	
Crit Moves:		****			****					****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.92		0.08		1.00		0.93		0.07		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1467		133		1600		1493		107		1600		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.02		0.01		0.02		0.02		0.01		0.01		0.40		0.00		0.00		0.35		0.01	
Crit Moves:			****				****								****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.41		0.59	
Final Sat.:	1600		3200		1600		1600		3200		1600		1600		3200		1600		1600		3860		940	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.21		0.11		0.11		0.23		0.13		0.11		0.19		0.08		0.09		0.16		0.16	
Crit Moves:			****				****								****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.36	0.39	0.25	0.64	0.36	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	577	630	393	1025	575	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.04	0.06	0.27	0.02	0.03	0.08	0.08	0.05	0.07	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	3200	1600	1600	4602	198	1600	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.09	0.04	0.20	0.20	0.03	0.17	0.02	0.05	0.18	0.07
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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:	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	
OvlAdjVol:			140													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.30	0.70		1.17	0.99	0.84	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2074	1126		1872	1580	1348	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.23	0.34		0.05	0.32	0.05		0.07	0.11	0.11		0.26	0.26	0.26	
OvlAdjV/S :			0.09													
Crit Moves:	****					****				****					****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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	
OvlAdjVol:			70				150									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00	
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.:	1600	4800	1600		1600	4800	1600		2800	4260	540		2800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.26	0.11		0.07	0.28	0.21		0.12	0.18	0.18		0.06	0.18	0.05	
OvlAdjV/S :			0.04				0.09									
Crit Moves:	****					****			****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4144	656	1600	4695	105	1600	3200	1600	2800	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.02	0.34	0.34	0.02	0.00	0.02	0.08	0.01	0.04
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	4671	129	1600	4800	0	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.07	0.38	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.76	0.24		1.90	0.10	1.00		0.25	0.75	1.00	
Final Sat.:	1600	4800	1600		1600	4419	381		3047	153	1600		400	1200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.30	0.00		0.00	0.37	0.37		0.05	0.05	0.04		0.02	0.02	0.01	
Crit Moves:	****					****				****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	0.88	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00	
Final Sat.:	2800	4800	1600		2800	4800	1600		2800	3200	1600		2800	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.09		0.06	0.29	0.13		0.05	0.32	0.11		0.06	0.19	0.08	
Crit Moves:	****					****				****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.67	0.33	1.00	0.65	0.35	1.00
Final Sat.:	1600	4762	38	1600	4749	51	1067	533	1600	1046	554	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.01	0.35	0.35	0.00	0.01	0.01	0.01	0.02	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4800	1600	2800	4559	241	2800	4333	467	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.06	0.03	0.31	0.31	0.04	0.21	0.21	0.06	0.35	0.04
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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	1	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	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	4693	107		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.01	0.36	0.00		0.00	0.00	0.00		0.04	0.00	0.02	
Crit Moves:	****					****							****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.81	0.19		1.81	0.00	1.19		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4493	307		2891	0	1909		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.30	0.00		0.00	0.36	0.36		0.05	0.00	0.05		0.00	0.00	0.00	
Crit Moves:	****					****			****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600		1600			1600	1600		1600			1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	3.00		1.00			1.00	3.00		1.00			1.00		0.00		1.00		0.31		0.04		0.65	
Final Sat.:	1600	4800		1600			1600	4800		1600			1600		0		1600		492		62		1046	
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.30		0.01			0.01	0.36		0.02			0.03		0.00		0.05		0.01		0.02		0.02	
Crit Moves:	****							****					****								****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600		1600		1600	
Adjustment:	0.88	1.00		1.00			0.88	1.00		1.00			0.88	1.00		1.00			0.88		1.00		1.00	
Lanes:	2.00	4.00		1.00			2.00	3.00		1.00			2.00	3.00		1.00			2.00		4.00		1.00	
Final Sat.:	2800	6400		1600			2800	4800		1600			2800	4800		1600			2800		6400		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.18		0.26			0.14	0.26		0.16			0.09	0.23		0.23			0.16		0.15		0.06	
Crit Moves:				****			****							****					****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	0	1	0	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.93	0.07		1.00	2.94	0.06		1.00	1.00	1.00		1.00	0.73	0.27	
Final Sat.:	1600	4690	110		1600	4702	98		1600	1600	1600		1600	1169	431	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.43	0.43		0.04	0.37	0.37		0.03	0.09	0.18		0.05	0.12	0.12	
Crit Moves:	****					****					****		****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00	
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.:	1600	4722	78		1600	4800	1600		2800	0	1600		1002	598	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.45	0.45		0.01	0.41	0.08		0.05	0.00	0.06		0.06	0.06	0.02	
Crit Moves:		****			****						****		****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 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 << 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	
OvlAdjVol:			184				0				0				38	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00	
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.:	1600	4800	1600		1600	4800	1600		2800	3200	1600		2800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.29		0.13	0.30	0.14		0.20	0.24	0.05		0.18	0.23	0.16	
OvlAdjV/S :			0.11				0.00				0.00				0.02	
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.62	0.00	0.38		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		2586	0	614		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.32	0.00		0.00	0.32	0.25		0.14	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****			****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	3.00	1.00	1.73	0.27	1.00	1.00	1.00	1.00
Final Sat.:	2800	4759	41	1600	4800	1600	2761	439	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.27	0.05	0.26	0.21	0.09	0.09	0.05	0.03	0.03	0.05
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.68	0.32	1.42	0.43	0.15	1.00	1.00	1.00
Final Sat.:	1600	4717	83	1600	4295	505	2272	683	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.12	0.30	0.30	0.13	0.13	0.13	0.03	0.03	0.08
Crit Moves:		****		****					****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	4122	678	2800	3066	134	2800	3774	1026
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.19	0.20	0.25	0.25	0.12	0.34	0.34	0.14	0.32	0.32
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.359
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	4580	220	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.05	0.21	0.00	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.85	0.15	1.00	2.65	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4568	232	1600	4238	562	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.18	0.17	0.17	0.08	0.11	0.02	0.01	0.11	0.14
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	1600	1600	1600	3200	1600	1600	4800	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.05	0.17	0.02	0.06	0.12	0.22	0.04	0.03	0.22	0.14
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		3.00		1.00		1.00		3.00		1.00	
Final Sat.:	1600		1600		1600		1600		1600		1600		1600		4800		1600		1600		4800		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.15		0.00		0.09		0.02		0.00		0.01		0.03		0.25		0.09		0.11		0.23		0.00	
Crit Moves:	****										****				****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) 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): xxxxxx
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:	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	
OvlAdjVol:																							5	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		0.88		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
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		2800		0		1600		1600		4800		0		0		4800		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.06		0.00		0.10		0.10		0.28		0.00		0.00		0.31		0.10	
OvlAdjV/S :																							0.00	
Crit Moves:											****				****						****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						Ignore					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
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	1.00	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	1.00	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	1.00	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	
Reduced Vol:	3		6		14		24		6		99		71		430		9		7		462		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	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	1.00	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.:	3		6		14		24		6		99		71		430		9		7		462		0	
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	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.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.06	0.04	0.13	0.01	0.00	0.14	0.00												
Crit Moves:	****					****	****				****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.95	0.05						
Final Sat.:	1159	441	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	4742	58	1600	4723	77						
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.02	0.06	0.01	0.01	0.02	0.01	0.26	0.26	0.04	0.28	0.29												
Crit Moves:			****	****				****		****														

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.258
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	436	0	1164	228	2972	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.02	0.15	0.00	0.00	0.16	0.01
Crit Moves:						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.86	0.14	1.00	1.00	0.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2973	227	1600	1600	103	1497	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.05	0.11	0.11	0.08	0.33	0.08	0.06	0.26	0.04
Crit Moves:			****			****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	533	1067	1600	0	3158	42	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.38	0.38	0.00	0.38	0.00
Crit Moves:						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.04	0.13	0.00	0.00	0.13	0.04
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.72	0.28	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	841	759	1600	1157	443	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.06	0.08	0.02	0.02	0.35	0.02	0.04	0.34	0.05
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.37	0.01	0.00	0.43	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76	xxxx	1.24	0.67	0.13	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2822	0	1978	1067	213	320	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.01	0.01	0.00	0.42	0.04	0.07	0.28	0.01
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.83	0.17	1.00	2.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1324	276	1600	4560	240	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.05	0.01	0.02	0.02	0.01	0.24	0.24	0.06	0.25	0.01
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			0.88	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
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.:	1600	4800		1600			2800	5912		488			1600	2958		242			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.27		0.20			0.04	0.22		0.22			0.10	0.12		0.11			0.22	0.12		0.00		
Crit Moves:		****					****							****					****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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:	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	0.88	1.00		1.00			0.88	1.00		1.00			1.00	1.00		1.00			0.88	1.00		1.00		
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.:	2800	5432		968			2800	6291		109			0	4800		1600			2800	2938		262		
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.28		0.29			0.04	0.26		0.26			0.00	0.14		0.15			0.13	0.19		0.19		
Crit Moves:				****			****									****			****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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 << 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:	1600	1600		1600			1600	1600		1600			1600		1600		1600		1600		1600		1600	
Adjustment:	0.88	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	2.00	3.92		0.08			1.00	4.00		1.00			1.80		0.20		1.00		0.51		0.49		1.00	
Final Sat.:	2800	6270		130			1600	6400		1600			2877		323		1600		820		780		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.30		0.30			0.06	0.29		0.08			0.07		0.07		0.08		0.03		0.03		0.02	
Crit Moves:		****					****										****				****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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		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:	1600	1600		1600			1600	1600		1600			1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	3.88		0.12			1.00	3.88		0.12			1.00		2.00		1.00		1.00		1.72		0.28	
Final Sat.:	1600	6216		184			1600	6211		189			1600		3200		1600		1600		2756		444	
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.33		0.33			0.07	0.29		0.29			0.03		0.09		0.02		0.07		0.13		0.13	
Crit Moves:		****					****								****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.90	0.10	1.00	3.97	0.03	0.86	0.14	1.00	0.90	0.10	1.00
Final Sat.:	1600	6233	167	1600	6351	49	1379	221	1600	1436	164	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.04	0.31	0.31	0.02	0.02	0.02	0.04	0.05	0.01
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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
OvlAdjVol:			210									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.22	0.05	0.25	0.10	0.08	0.18	0.23	0.09	0.15	0.08
OvlAdjV/S :			0.13									
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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 << 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	0.88 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600 6400		1600	2800 6325		75	877	723	1600	1412	188	1600
Capacity Analysis Module:												
Vol/Sat:	0.02 0.37		0.05	0.15 0.36		0.36	0.01	0.02	0.01	0.04	0.04	0.19
Crit Moves:	****			****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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 << 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	0.88 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 4.00		1.00	2.00 3.99		0.01	0.52	0.48	1.00	1.00	0.28	0.72
Final Sat.:	1600 6400		1600	2800 6379		21	840	760	1600	1600	455	1145
Capacity Analysis Module:												
Vol/Sat:	0.02 0.38		0.11	0.10 0.33		0.33	0.01	0.03	0.01	0.16	0.05	0.14
Crit Moves:	****			****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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				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	
OvlAdjVol:															95	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00	
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.:	1600	5899	501		2800	6094	306		2800	3200	1600		2800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.36	0.36		0.06	0.30	0.30		0.08	0.10	0.05		0.10	0.11	0.12	
OvlAdjV/S :															0.06	
Crit Moves:		****			****					****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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 << 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.94	0.06		1.00	3.86	0.14		1.00	0.37	0.63		1.00	0.53	0.47	
Final Sat.:	1600	6310	90		1600	6169	231		1600	585	1015		1600	853	747	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.33	0.33		0.04	0.37	0.37		0.04	0.10	0.10		0.03	0.07	0.07	
Crit Moves:	****					****				****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	3.86	0.14	1.00	0.48	0.52	1.00	0.50	0.50
Final Sat.:	1600	6182	218	1600	6175	225	1600	762	838	1600	806	794
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.05	0.31	0.31	0.03	0.09	0.09	0.04	0.08	0.08
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	4800	1600	2800	3937	863
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.11	0.09	0.23	0.16	0.13	0.18	0.03	0.11	0.23	0.23
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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
OvlAdjVol:												77				0
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600		1600	1600	1600		1600	1600
Adjustment:	0.88	1.00		1.00	0.88	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	2.00	4.00		1.00	2.00	4.00		1.00	0.57		0.43	1.00	1.42		0.58	1.00
Final Sat.:	2800	6400		1600	2800	6400		1600	914		686	1600	2275		925	1600
Capacity Analysis Module:																
Vol/Sat:	0.06	0.39		0.06	0.05	0.37		0.04	0.06		0.06	0.11	0.05		0.05	0.04
OvlAdjV/S :												0.05				0.00
Crit Moves:	****					****			****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	1600	1600		1600	1600	1600		1600	1600		1600	1600	1600		1600	1600
Adjustment:	1.00	1.00		1.00	0.88	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
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.:	1600	6236		164	2800	6400		1600	1600		1600	1600	1600		1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.06	0.40		0.40	0.05	0.37		0.04	0.05		0.03	0.05	0.07		0.02	0.11
Crit Moves:		****				****			****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	6400	1600	2800	6258	142	1600	2654	546	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.09	0.18	0.32	0.32	0.09	0.12	0.12	0.13	0.10	0.18
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.61	0.39	1.00	0.55	0.45
Final Sat.:	2800	6400	1600	2800	6400	1600	1600	975	625	1600	881	719
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.00	0.07	0.33	0.04	0.11	0.09	0.09	0.14	0.10	0.12
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	3558	1242	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.39	0.12	0.24	0.14	0.14	0.14	0.14	0.18	0.20	0.25
Crit Moves:			****	****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.78	0.22	1.00	3.80	0.20	0.60	0.40	1.00	0.59	0.41	1.00
Final Sat.:	1600	6052	348	1600	6073	327	968	632	1600	948	652	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.24	0.34	0.34	0.08	0.13	0.04	0.07	0.12	0.04
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		0.88	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
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.:	1600	6126		274		2800	4800		1600		1600	3200		1600		1600	3200		1600	
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.29		0.29		0.19	0.30		0.06		0.06	0.14		0.07		0.12	0.14		0.36	
Crit Moves:		****				****					****								****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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 << 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	
OvlAdjVol:																			39	
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	3.56		0.44		1.00	3.00		1.00		1.00	0.69		0.31		1.00	0.09		1.91	
Final Sat.:	1600	5693		707		1600	4800		1600		1600	1103		497		1600	149		3051	
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.25		0.25		0.16	0.29		0.01		0.02	0.02		0.02		0.17	0.17		0.17	
OvlAdjV/S :																			0.01	
Crit Moves:		****				****					****						****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	2800	4421	379	2800	4800	1600	1600	3760	1040	1600	3507	1293
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.20	0.13	0.18	0.24	0.20	0.20	0.20	0.12	0.24	0.24
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	0.51	0.49	1.00	0.50	0.50	1.00
Final Sat.:	1600	4730	70	1600	4718	82	816	784	1600	800	800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.01	0.29	0.29	0.02	0.03	0.02	0.01	0.03	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.95		0.05	1.00 2.95		0.05	0.62	0.90	0.48	1.00	1.00	1.00
Final Sat.:	1600 4727		73	1600 4717		83	1000	1433	767	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.29		0.29	0.02 0.31		0.31	0.02	0.03	0.03	0.01	0.03	0.03
Crit Moves:	****			****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00		1.00	1.00 2.63		0.37	0.96	0.04	1.00	0.58	0.42	1.00
Final Sat.:	1600 4800		1600	1600 4205		595	1536	64	1600	923	677	1600
Capacity Analysis Module:												
Vol/Sat:	0.02 0.25		0.02	0.02 0.29		0.29	0.11	0.11	0.03	0.01	0.01	0.02
Crit Moves:	****			****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
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.:	1600	3200	1600		2800	3178	22		800	800	1600		1600	24	3176	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.05		0.09	0.32	0.32		0.00	0.00	0.00		0.04	0.08	0.08	
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.79	0.21		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	2866	334		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.04		0.00	0.00	0.00		0.00	0.14	0.14		0.05	0.13	0.00	
Crit Moves:			****							****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.02	0.30	0.00	0.00	0.33	0.06
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	1067	1600	1103	497	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.01	0.02	0.02	0.01	0.40	0.01	0.01	0.36	0.02
Crit Moves:				****	****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.00	1.00	1.00	2.83	0.17	1.00	4.00	1.00
Final Sat.:	1600	205	1395	1600	0	1600	1600	4533	267	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.00	0.01	0.02	0.37	0.37	0.03	0.27	0.01
Crit Moves:	****					****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			Permitted			Permitted		
Rights:	Ignore			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	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
Reduced Vol:	0	0	0	0	0	0	174	1111	0	0	707	503
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.:	0	0	0	0	0	0	174	1111	0	0	707	503
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.17	0.83
Final Sat.:	0	0	0	0	0	0	1600	3200	0	0	1870	1330
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.35	0.00	0.00	0.38	0.38
Crit Moves:							****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		0.00		1.00		1.40		0.00		0.60		0.00		2.00		1.00		0.00		2.00		0.00	
Final Sat.:	0		0		1600		2247		0		953		0		3200		1600		0		3200		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.19		0.00		0.19		0.00		0.23		0.01		0.00		0.21		0.00	
Crit Moves:					****		****								****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		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		3200		0		0		0		0		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.00		0.00		0.24		0.00		0.00		0.00		0.00		0.21		0.13	
Crit Moves:											****										****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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
Reduced Vol:	0	0	222	0	0	0	0	706	790	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.:	0	0	222	0	0	0	0	706	790	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	1600	0	0	0	0	3200	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.22	0.25	0.00	0.00	0.00
Crit Moves:			****						****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3092	0	108	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.20	0.32	0.05	0.29	0.00
Crit Moves:	****								****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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 << 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
OvlAdjVol:									51			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.38	0.62	0.28	0.00	1.72	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3810	990	448	0	2752	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.00	0.00	0.35	0.35	0.21	0.00	0.21	0.00	0.00	0.00
OvlAdjV/S :									0.02			
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.43	0.00	0.57
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2282	0	918
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.22	0.04	0.22	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S :			0.00									
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.68	0.00	0.32		2.00	3.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		2691	0	509		2800	4800	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.00	0.14		0.14	0.17	0.00		0.00	0.26	0.20	
Crit Moves:							****			****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.215
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	
OvlAdjVol:							0									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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.:	368	1232	1600		1243	357	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.03		0.30	0.30	0.20		0.43	0.24	0.01		0.05	0.27	0.09	
OvlAdjV/S :							0.00									
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.02	0.34	0.00	0.00	0.22	0.01
Crit Moves:						****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.89	0.11	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6232	168	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.23	0.09	0.32	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.58	0.42	1.00	1.84	0.16
Final Sat.:	1600	1600	1600	1600	2553	647	1600	2532	668	1600	2943	257
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.16	0.05	0.08	0.08	0.02	0.14	0.14	0.18	0.21	0.21
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.34	0.44	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.69	0.31
Final Sat.:	353	2141	706	1600	1600	1600	1600	4726	74	1600	4309	491
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.09	0.09	0.08	0.10	0.26	0.26	0.05	0.29	0.29
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.84	0.16	1.74	0.26	1.00	1.44	0.56	1.00
Final Sat.:	1600	4800	1600	1600	4546	254	2784	416	1600	2311	889	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.04	0.02	0.23	0.23	0.02	0.02	0.04	0.02	0.02	0.02
Crit Moves:	****				****				****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.91	0.09	0.98	0.02	1.00	0.33	0.67	1.00
Final Sat.:	1600	4764	36	1600	4664	136	1560	40	1600	533	1067	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.00	0.23	0.23	0.07	0.08	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4398	402	2800	4800	1600	2800	3200	1600	2800	4086	714
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.07	0.15	0.10	0.09	0.24	0.08	0.06	0.23	0.23
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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
OvlAdjVol:						22						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	2800	4800	0	1600	4800	1600	2800	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.00	0.00	0.21	0.06	0.03	0.00	0.05	0.00	0.00	0.00
OvlAdjV/S :						0.01						
Crit Moves:		****		****					****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	2800	4800	1600	2800	4800	1600	2800	4800	1600	1600	4128	672
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.07	0.07	0.13	0.11	0.05	0.16	0.04	0.04	0.23	0.23
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	4720	80	2800	3200	1600	1600	2133	1067	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.04	0.20	0.05	0.01	0.00	0.00	0.00	0.02	0.18
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			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
OvlAdjVol:						0						16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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	2800	0	3200	2800	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.09	0.08	0.29	0.00	0.00	0.30	0.18
OvlAdjV/S :						0.00						0.01
Crit Moves:				****			****			****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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 << 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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	551	2649	1600	733	2467	1600	1600	1600	1600	2876	324	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.06	0.07	0.15	0.01	0.02	0.01	0.05	0.05	0.05	0.09
OvlAdjV/S :			0.00									
Crit Moves:	****			****					****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.02	0.08	0.14	0.17	0.05	0.33	0.03	0.02	0.38	0.07
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1247	353	1600	1280	320	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.14	0.03	0.13	0.13	0.03	0.31	0.05	0.05	0.28	0.06
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	2734	466	1600	2958	242	1600	1600	1600	1600	2343	857
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.11	0.02	0.09	0.09	0.01	0.04	0.07	0.02	0.05	0.05
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	2648	552	1600	2694	506	2800	4080	720	2800	5955	445
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.11	0.05	0.09	0.09	0.04	0.37	0.37	0.05	0.24	0.24
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) 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): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39	1.00	0.13	0.87	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	978	622	1600	213	1387	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.03	0.31	0.06	0.01	0.01	0.00	0.00	0.01	0.04
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	0.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1408	192	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.01	0.29	0.01	0.01	0.02	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.93	0.07		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	4688	112		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01		0.00	0.00	0.00		0.00	0.26	0.26		0.02	0.36	0.00	
Crit Moves:			****						****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	
OvlAdjVol:			62													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.69	0.31	1.00		1.00	0.44	0.56		2.00	2.79	0.21		1.00	3.00	1.00	
Final Sat.:	1108	492	1600		1600	709	891		2800	4465	335		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.12		0.03	0.05	0.06		0.03	0.19	0.19		0.08	0.20	0.01	
OvlAdjV/S :			0.04													
Crit Moves:	****						****			****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	0.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	124	1476	1600	869	731	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.04	0.06	0.11	0.04	0.03	0.16	0.01	0.03	0.14	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.43	0.05	1.52	1.00	0.89	0.11	1.00	2.59	0.41	1.00	2.00	1.00
Final Sat.:	2284	83	2433	1600	1422	178	1600	4142	658	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.01	0.01	0.00	0.20	0.20	0.12	0.33	0.01
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			26									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.16	0.04	0.06	0.03	0.03	0.14	0.02	0.14	0.13	0.04
OvlAdjV/S :			0.02									
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1966	1234	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.16	0.02	0.08	0.04	0.07	0.21	0.10	0.11	0.23	0.04
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.62	0.38	1.00	0.15	0.85	1.00
Final Sat.:	1600	3135	65	1600	3200	1600	991	609	1600	235	1365	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.03	0.18	0.05	0.04	0.07	0.14	0.01	0.05	0.02
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.90	0.10	1.00	1.00	1.00	0.17	0.83	1.00
Final Sat.:	1600	3168	32	1600	3041	159	1600	1600	1600	278	1322	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.02	0.25	0.25	0.04	0.03	0.03	0.01	0.03	0.02
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	0.39	0.61	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3152	48	619	981	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.07	0.02	0.23	0.23	0.01	0.02	0.00	0.06	0.01	0.02
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.02	0.00	0.00	0.00	0.00	0.35	0.11	0.02	0.38	0.00
Crit Moves:	****						****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.15	0.10	0.13	0.17	0.09	0.10	0.21	0.14	0.12	0.26	0.15
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	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
OvlAdjVol:			177									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	3200	1600	1600	4150	650	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.21	0.15	0.26	0.05	0.06	0.20	0.20	0.09	0.25	0.08
OvlAdjV/S :			0.11									
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2487	713	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.07	0.04	0.30	0.05	0.07	0.11	0.11	0.12	0.09	0.02
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	4800	1600	1600	4267	533	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.24	0.05	0.19	0.08	0.12	0.20	0.20	0.12	0.20	0.04
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2800	4800	1600	2800	4800	1600	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.01	0.05	0.24	0.22	0.11	0.08	0.05	0.00	0.10	0.09
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2809	391	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.07	0.11	0.13	0.13	0.05	0.20	0.01	0.08	0.23	0.13
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.43	0.38	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	303	692	605	1481	119	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.14	0.14	0.05	0.04	0.25	0.00	0.01	0.25	0.09
Crit Moves:	****			****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4406	394	1600	4706	94
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.04	0.05	0.06	0.02	0.04	0.26	0.26	0.05	0.30	0.30
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1600	1600	1600	480	1120	1600	1600	3200	1600	1600	3108	92
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.08	0.01	0.02	0.00	0.01	0.37	0.05	0.06	0.30	0.30
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2694	506	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.15	0.11	0.06	0.11	0.24	0.05	0.06	0.23	0.10
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	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 << 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.24	1.76	1.00		0.17	1.83	1.00		0.19	0.81	1.00		0.19	0.81	1.00	
Final Sat.:	386	2814	1600		265	2935	1600		304	1296	1600		301	1299	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.10	0.02		0.02	0.13	0.01		0.02	0.09	0.02		0.02	0.09	0.04	
Crit Moves:	****					****			****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	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	
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.66	0.34		1.00	2.80	0.20		1.00	2.71	0.29	
Final Sat.:	1600	3200	1600		1600	2662	538		1600	4486	314		1600	4342	458	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12	0.08		0.04	0.11	0.11		0.03	0.17	0.17		0.08	0.17	0.17	
Crit Moves:	****					****				****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	1.54	0.46		1.00	1.68	0.32		1.00	1.60	0.40		1.00	1.56	0.44		
Final Sat.:	1600	2467	733		1600	2696	504		1600	2565	635		1600	2491	709		
Capacity Analysis Module:																	
Vol/Sat:	0.05	0.12	0.12		0.05	0.13	0.13		0.03	0.08	0.08		0.07	0.10	0.10		
Crit Moves:		****			****					****			****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		
Adjustment:	0.88	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	2.00	2.00	1.00		1.00	1.51	0.49		1.00	3.00	1.00		1.00	2.00	1.00		
Final Sat.:	2800	3200	1600		1600	2413	787		1600	4800	1600		1600	3200	1600		
Capacity Analysis Module:																	
Vol/Sat:	0.03	0.08	0.11		0.06	0.13	0.13		0.08	0.17	0.07		0.07	0.22	0.04		
Crit Moves:			****		****				****					****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.09	0.04	0.19	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	1600	2599	601	2800	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.03	0.02	0.20	0.20	0.28	0.22	0.05	0.09	0.03	0.04
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.60	0.40	1.00	0.74	0.26	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	966	634	1600	1189	411	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.01	0.04	0.15	0.03	0.04	0.07	0.05	0.03	0.04	0.02
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.251
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.13	0.03	0.03	0.13	0.00
Crit Moves:			****					****		****		

EX MID WKDAY Tue Nov 14, 2006 19:09:02 Page 155-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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		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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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		1600		0		1600		1600		3200		0		0		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.03	0.33	0.00	0.00	0.40	0.05
Crit Moves:				****			****				****	

EX MID WKDAY Tue Nov 14, 2006 19:09:02 Page 156-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.04	0.12	0.01	0.05	0.04	0.18	0.03	0.05	0.24	0.06
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	2800	3200	1600	1600	4800	1600	1600	3660	1140
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.19	0.09	0.20	0.07	0.08	0.15	0.05	0.17	0.19	0.19
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2275	925	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.07	0.05	0.25	0.05	0.08	0.09	0.09	0.07	0.08	0.05
Crit Moves:		****		****			****				****	

EX MID WKDAY Tue Nov 14, 2006 19:09:03 Page 159-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			60						189			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4800	1600	2800	3283	1517	2800	4800	1600	2800	3542	1258
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.11	0.05	0.28	0.28	0.11	0.12	0.21	0.07	0.16	0.16
OvlAdjV/S :			0.04						0.12			
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.01	0.04	0.21	0.07	0.09	0.00	0.01	0.03	0.00	0.03
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.62	0.38	1.40	0.60	1.00	0.49	0.30	0.21
Final Sat.:	1600	3200	1600	1600	4194	606	2240	960	1600	790	480	330
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.04	0.02	0.20	0.20	0.37	0.37	0.05	0.19	0.19	0.19
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.04	0.03	0.17	0.04	0.08	0.20	0.03	0.08	0.20	0.03
OvlAdjV/S :						0.00						
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.43	0.57	1.00	0.22	0.56	0.22
Final Sat.:	1600	3200	1600	1600	4588	212	689	911	1600	357	885	357
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.05	0.01	0.19	0.19	0.05	0.12	0.07	0.01	0.06	0.06
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.07	0.11	0.20	0.07	0.05	0.20	0.04	0.07	0.32	0.10
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.48	0.24	0.28	0.14	0.58	0.28
Final Sat.:	1600	3200	1600	1600	3200	1600	762	394	444	217	932	450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.01	0.02	0.26	0.03	0.04	0.08	0.08	0.01	0.06	0.06
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.05	0.05	0.25	0.01	0.05	0.09	0.10	0.14	0.10	0.05
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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
Reduced Vol:	14	1285	9	19	1202	10	3	0	10	5	0	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.:	14	1285	9	19	1202	10	3	0	10	5	0	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.00	0.77	0.09	0.00	0.91
Final Sat.:	1600	3200	1600	1600	3200	1600	369	0	1231	148	0	1452
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.01	0.01	0.38	0.01	0.00	0.00	0.01	0.00	0.00	0.03
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.47	0.53	1.00	2.34	0.66	1.00	2.77	0.23	1.00	2.40	0.60
Final Sat.:	1600	3955	845	1600	3737	1063	1600	4429	371	1600	3837	963
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.20	0.17	0.17	0.17	0.19	0.25	0.25	0.19	0.30	0.30
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #168 Western Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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
Reduced Vol:	73	838	1	20	840	17	18	1	68	2	1	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.:	73	838	1	20	840	17	18	1	68	2	1	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.95	0.05	1.00	0.67	0.33	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1516	84	1600	1067	533	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.01	0.26	0.01	0.01	0.01	0.04	0.00	0.00	0.02
Crit Moves:	****				****				****	****		

EX MID WKDAY Tue Nov 14, 2006 19:09:04 Page 170-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	0.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1449	151	1600	1467	133	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.01	0.02	0.02	0.02	0.31	0.04	0.04	0.33	0.01
Crit Moves:		****		****			****				****	

EX MID WKDAY Tue Nov 14, 2006 19:09:04 Page 171-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.33	0.67	1.00		0.45	0.55	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	528	1072	1600		727	873	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.03		0.04	0.09	0.02		0.03	0.26	0.03		0.04	0.24	0.03	
Crit Moves:	****					****				****			****			

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EX MID WKDAY Tue Nov 14, 2006 19:09:04 Page 172-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 0	1!	0	0	1	0	1	0	1	1	0	1	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.07	0.42	0.51		1.00	1.00	1.00		1.00	1.79	0.21		1.00	1.72	0.28	
Final Sat.:	116	672	812		1600	1600	1600		1600	2862	338		1600	2749	451	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.09		0.05	0.04	0.05		0.01	0.13	0.13		0.02	0.16	0.16	
Crit Moves:		****			****				****					****		

Weekday PM Peak Hour

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	0	1	0	1	0	1	0	1	0	2	0	1	0	1
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.25	0.75		1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.98	0.02	
Final Sat.:	1600	406	1194		1600	1600	1600		1600	3200	1600		1600	3167	33	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.02	0.01	0.06		0.03	0.36	0.04		0.02	0.33	0.33	
Crit Moves:	****						****			****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	0	0	0	0	0	2	0	0	0	1	1	0	3	0	0	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
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		2800	0	1600		1600	4800	0		0	4691	109	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.07		0.01	0.28	0.00		0.00	0.30	0.30	
Crit Moves:								****	****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.47	0.08	0.02	0.34	0.00
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	1.93	0.07	1.00	1.00	2.99	0.01	1.00	2.80	0.20
Final Sat.:	1429	171	1600	3092	108	1600	1600	4783	17	1600	4488	312
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.12	0.12	0.04	0.02	0.47	0.47	0.01	0.43	0.43
Crit Moves:		****			****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.62	0.46	0.92	1.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	1600	1600	1600	985	738	1477	1600	4800	1600	1600	4528	272
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.05	0.03	0.04	0.04	0.06	0.28	0.01	0.07	0.32	0.32
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.56	0.05	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	1067	1600	895	78	627	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.09	0.09	0.03	0.30	0.01	0.04	0.29	0.04
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3200	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.32	0.15	0.27	0.34	0.00
OvlAdjV/S :			0.00									
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.73	0.27	1.00	0.29	0.71	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1173	427	1600	471	1129	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.02	0.02	0.22	0.01	0.01	0.02	0.01	0.01	0.03	0.02
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.29	0.71	1.00	1.75	0.25
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3664	1136	1600	2796	404
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.05	0.05	0.22	0.05	0.10	0.11	0.11	0.10	0.23	0.23
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.53	0.47	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	977	623	1600	851	749	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.03	0.07	0.28	0.02	0.03	0.05	0.02	0.03	0.06	0.08
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.53	0.47	1.00	0.45	0.55	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	845	755	1600	713	887	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.04	0.06	0.27	0.04	0.03	0.06	0.04	0.02	0.05	0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.52	0.48	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4039	761	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.07	0.12	0.22	0.07	0.09	0.22	0.22	0.11	0.30	0.15
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.51	0.49	1.00	0.36	0.64	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	821	779	1600	579	1021	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.01	0.02	0.31	0.03	0.03	0.05	0.03	0.01	0.04	0.02
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	2800	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.12	0.10	0.28	0.03	0.01	0.16	0.02	0.13	0.27	0.14
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2564	636	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.11	0.17	0.29	0.09	0.11	0.36	0.36	0.17	0.31	0.20
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.64	0.36	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1007	593	1600	1029	571	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.01	0.01	0.35	0.03	0.01	0.02	0.04	0.02	0.03	0.01
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.35	0.01	1.64
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2164	0	2636
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.26	0.25	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	3051	149	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.01	0.02	0.17	0.39	0.15	0.15	0.06	0.00	0.02	0.01
Crit Moves:	****					****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.14	0.86	1.47	1.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1818	1382	2350	2450	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.10	0.10	0.07	0.05	0.34	0.03	0.12	0.35	0.10
Crit Moves:	****			****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.07	0.93	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	347	1253	1600	117	1483	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.13	0.02	0.21	0.00	0.01	0.45	0.06	0.14	0.41	0.02
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.15	0.85	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	487	1113	1600	237	1363	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.03	0.02	0.14	0.03	0.01	0.44	0.02	0.05	0.44	0.02
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:			10			0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.77	0.23
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4443	357	1600	4429	371
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.10	0.03	0.18	0.09	0.11	0.36	0.36	0.09	0.36	0.36
OvlAdjV/S :			0.01			0.00						
Crit Moves:	****				****		****				****	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.75	1.00	0.32	0.68	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	406	1194	1600	520	1080	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.06	0.04	0.42	0.06	0.01	0.04	0.03	0.01	0.03	0.04
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.20	0.80	1.00	0.11	0.89	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	322	1278	1600	178	1422	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.01	0.03	0.40	0.03	0.04	0.21	0.06	0.01	0.10	0.02
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.13	0.16	0.03	0.03	0.39	0.03	0.03	0.34	0.10
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.95	0.05
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4664	136	1600	4723	77
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.05	0.03	0.11	0.09	0.05	0.36	0.36	0.03	0.34	0.34
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2994	206	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.04	0.06	0.15	0.17	0.09	0.43	0.43	0.07	0.32	0.04
Crit Moves:	****					****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:						10						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2949	251
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.06	0.08	0.18	0.14	0.14	0.31	0.04	0.13	0.36	0.36
OvlAdjV/S :						0.01						
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.02	0.15	0.00	0.00	0.19	0.04
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	985	615	1600	1164	436	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.02	0.02	0.02	0.03	0.44	0.01	0.01	0.34	0.02
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.44	1.00	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	896	704	1600	1434	166	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.02	0.02	0.01	0.02	0.47	0.01	0.00	0.44	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw 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): xxxxxx
Optimal Cycle: 60 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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3987	813
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.12	0.10	0.28	0.16	0.13	0.22	0.09	0.12	0.20	0.20
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.42	0.43	0.15	0.61	0.39	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	681	681	238	969	631	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.02	0.08	0.34	0.03	0.03	0.06	0.06	0.06	0.09	0.05
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	3200	1600	1600	4573	227	1600	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.13	0.10	0.20	0.20	0.07	0.28	0.03	0.08	0.26	0.10
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 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			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
OvlAdjVol:			348									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.05	1.40	0.55
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2570	630	1677	2245	878
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.54	0.04	0.28	0.09	0.09	0.16	0.16	0.33	0.33	0.32
OvlAdjV/S :			0.22									
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.070
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:		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
OvlAdjVol:			101			120						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	4800	1600	2800	4217	583	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.12	0.08	0.32	0.28	0.20	0.26	0.26	0.06	0.31	0.04
OvlAdjV/S :			0.06			0.08						
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4228	572	1600	4747	53	1600	3200	1600	2800	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.05	0.38	0.38	0.03	0.01	0.03	0.05	0.00	0.06
Crit Moves:		****		****					****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	4620	180	1600	4800	0	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.05	0.43	0.00	0.00	0.00	0.00	0.04	0.00	0.05
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	1.91	0.09	1.00	0.58	0.42	1.00
Final Sat.:	1600	4800	1600	1600	4217	583	3055	145	1600	933	667	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.00	0.00	0.43	0.43	0.17	0.17	0.11	0.01	0.01	0.00
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2800	4800	1600	2800	4800	1600	2800	3200	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.12	0.09	0.35	0.11	0.06	0.39	0.09	0.06	0.27	0.06
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.94	0.06	0.48	0.52	1.00	0.62	0.38	1.00
Final Sat.:	1600	4762	38	1600	4705	95	769	831	1600	989	611	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.02	0.40	0.40	0.02	0.03	0.05	0.03	0.05	0.01
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4800	1600	2800	4267	533	2800	4489	311	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.17	0.09	0.36	0.36	0.06	0.27	0.27	0.11	0.38	0.10
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.00 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 4632		168	1600 4800		0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.45		0.45	0.05 0.40		0.00	0.00 0.00		0.00	0.04 0.00		0.02
Crit Moves:	****			****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 3.00		0.00	0.00 2.65		0.35	1.45 0.00		1.55	0.00 0.00		0.00
Final Sat.:	1600 4800		0	0 4235		565	2312	0	2488	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.10 0.40		0.00	0.00 0.41		0.41	0.08 0.00		0.08	0.00 0.00		0.00
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.54	0.00	0.46
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	862	0	738
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.01	0.01	0.47	0.01	0.11	0.00	0.02	0.01	0.00	0.02
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.884
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2800	6400	1600	2800	4800	1600	2800	4800	1600	2800	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.21	0.14	0.30	0.15	0.06	0.26	0.13	0.16	0.19	0.09
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1600	4603	197	1600	4675	125	1600	1600	1600	1600	1329	271
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.46	0.06	0.41	0.41	0.04	0.18	0.19	0.04	0.15	0.15
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	1600	4662	138	1600	4800	1600	2800	0	1600	1109	491	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.04	0.44	0.04	0.17	0.00	0.10	0.05	0.06	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.229
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	
OvlAdjVol:			695				0				0				0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00	
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.:	1600	4800	1600		1600	4800	1600		2800	3200	1600		2800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.23	0.61		0.25	0.36	0.14		0.24	0.30	0.04		0.18	0.24	0.16	
OvlAdjV/S :			0.43				0.00				0.00				0.00	
Crit Moves:			****		****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.62	0.00	0.38		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		2586	0	614		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.38	0.00		0.00	0.39	0.21		0.15	0.00	0.15		0.00	0.00	0.00	
Crit Moves:	****					****			****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.95	0.05	1.00	3.00	1.00	1.83	0.17	1.00	1.45	0.55	1.00
Final Sat.:	2800	4715	85	1600	4800	1600	2932	268	1600	2327	873	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.03	0.40	0.19	0.15	0.15	0.09	0.02	0.02	0.04
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.77	0.23	1.24	0.56	0.20	1.00	1.00	1.00
Final Sat.:	1600	4748	52	1600	4433	367	1982	892	326	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.11	0.37	0.37	0.17	0.17	0.17	0.03	0.02	0.05
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.308
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	4185	615	2800	3007	193	2800	3950	850
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.28	0.44	0.24	0.24	0.14	0.37	0.37	0.14	0.34	0.34
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	4605	195	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.10	0.24	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4414	386	1600	4343	457	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.21	0.23	0.23	0.09	0.15	0.03	0.02	0.12	0.15
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	1600	1600	1600	3200	1600	1600	4800	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.03	0.05	0.18	0.02	0.03	0.09	0.26	0.06	0.04	0.23	0.11
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.09	0.01	0.01	0.01	0.02	0.30	0.08	0.12	0.24	0.00
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	2800	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.09	0.37	0.00	0.00	0.37	0.07
OvlAdjV/S :												0.00
Crit Moves:						****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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						Ignore					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
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	1.00	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	1.00	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	1.00	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	
Reduced Vol:	12		3		6		65		2		225		49		550		2		5		665		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	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	1.00	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.:	12		3		6		65		2		225		49		550		2		5		665		0	
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	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.:	2800	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.03	0.17	0.00	0.00	0.21	0.00												
Crit Moves:	****					****	****				****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.97	0.03						
Final Sat.:	615	985	1600	1600	1600	1600	1600	4717	83	1600	4751	49												
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.02	0.07	0.02	0.03	0.03	0.01	0.29	0.29	0.05	0.30	0.30												
Crit Moves:			****	****				****		****														

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	738	0	862	252	2948	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.22	0.00	0.00	0.27	0.02
Crit Moves:						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.94	0.06	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3111	89	1600	1600	29	1571	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.07	0.14	0.14	0.04	0.36	0.06	0.05	0.33	0.02
Crit Moves:			****			****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1440	160	1600	0	3158	42	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.50	0.50	0.00	0.52	0.00
Crit Moves:						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.06	0.14	0.00	0.00	0.21	0.07
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.46	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	856	744	1600	954	646	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.04	0.06	0.10	0.02	0.02	0.32	0.04	0.07	0.40	0.07
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.46	0.03	0.01	0.50	0.00
Crit Moves:	****						****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.53	0.00	1.47	0.36	0.00	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2441	0	2359	582	0	1018	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.47	0.04	0.04	0.33	0.00
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	723	877	1600	4767	33	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.14	0.01	0.02	0.02	0.00	0.39	0.39	0.01	0.36	0.00
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.70	0.30	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	2800	5913	487	1600	3026	174	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.33	0.04	0.31	0.31	0.09	0.14	0.12	0.27	0.12	0.00
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	2800	5637	763	2800	6309	91	0	4800	1600	2800	3012	188
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.04	0.25	0.25	0.00	0.18	0.17	0.15	0.27	0.27
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.96	0.04	1.00	4.00	1.00	1.80	0.20	1.00	0.63	0.37	1.00
Final Sat.:	2800	6329	71	1600	6400	1600	2886	314	1600	1011	589	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.07	0.35	0.06	0.08	0.08	0.06	0.02	0.02	0.01
Crit Moves:		****		****				****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	3.89	0.11	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1600	6195	205	1600	6227	173	1600	3200	1600	1600	2737	463
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.40	0.14	0.39	0.39	0.03	0.13	0.01	0.08	0.18	0.18
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	3.99	0.01	0.83	0.17	1.00	0.91	0.09	1.00
Final Sat.:	1600	6206	194	1600	6382	18	1324	276	1600	1456	144	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.03	0.40	0.40	0.02	0.02	0.03	0.05	0.06	0.02
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 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			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
OvlAdjVol:			148									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.22	0.03	0.31	0.15	0.08	0.21	0.28	0.13	0.26	0.08
OvlAdjV/S :			0.09									
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6400	1600	2800	6304	96	762	838	1600	1295	305	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.03	0.09	0.35	0.35	0.01	0.01	0.02	0.02	0.03	0.13
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6400	1600	2800	6277	123	765	835	1600	1392	325	1482
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.09	0.05	0.31	0.31	0.01	0.03	0.04	0.10	0.11	0.11
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:												120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	6088	312	2800	6099	301	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.05	0.33	0.33	0.09	0.13	0.06	0.09	0.21	0.12
OvlAdjV/S :												0.08
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.93	0.07	1.00	3.91	0.09	1.00	0.50	0.50	1.00	0.52	0.48
Final Sat.:	1600	6292	108	1600	6251	149	1600	807	793	1600	827	773
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.06	0.45	0.45	0.05	0.15	0.14	0.03	0.07	0.07
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.694
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.81	0.19	1.00	3.88	0.12	1.00	0.60	0.40	1.00	0.54	0.46
Final Sat.:	1600	6102	298	1600	6204	196	1600	955	645	1600	864	736
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.06	0.37	0.37	0.04	0.11	0.11	0.04	0.11	0.11
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.967
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	4800	1600	2800	4183	617
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.13	0.11	0.31	0.08	0.18	0.19	0.16	0.14	0.25	0.25
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:									133			32
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.73	0.27	1.00	1.60	0.40	1.00
Final Sat.:	2800	6400	1600	2800	6400	1600	1175	425	1600	2556	644	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.03	0.02	0.43	0.04	0.05	0.05	0.12	0.06	0.06	0.04
OvlAdjV/S :									0.08			0.02
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6259	141	2800	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.06	0.44	0.05	0.06	0.02	0.07	0.09	0.03	0.08
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	6400	1600	2800	6229	171	1600	2872	328	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.11	0.35	0.34	0.34	0.11	0.18	0.18	0.13	0.12	0.18
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.24	0.76	1.00	0.27	0.73
Final Sat.:	2800	6400	1600	2800	6400	1600	1600	386	1214	1600	434	1166
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.04	0.31	0.11	0.08	0.07	0.07	0.08	0.07	0.08
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	4248	552	2800	4042	758
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.50	0.11	0.26	0.18	0.12	0.21	0.21	0.23	0.26	0.26
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.76	0.24	1.00	3.88	0.12	0.47	0.53	1.00	0.52	0.48	1.00
Final Sat.:	1600	6012	388	1600	6207	193	752	848	1600	826	774	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.15	0.38	0.38	0.06	0.14	0.02	0.05	0.09	0.03
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6111	289	2800	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.15	0.39	0.08	0.07	0.16	0.08	0.15	0.21	0.40
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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
OvlAdjVol:												152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.82	0.18	1.00	3.00	1.00	1.00	0.44	0.56	1.00	0.10	1.90
Final Sat.:	1600	6110	290	1600	4800	1600	1600	711	889	1600	161	3039
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.16	0.40	0.03	0.03	0.03	0.03	0.17	0.20	0.21
OvlAdjV/S :												0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	2800	4522	278	2800	4800	1600	1600	3622	1178	1600	3740	1060
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.12	0.28	0.29	0.15	0.23	0.23	0.15	0.28	0.28
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.97	0.03	0.51	0.49	1.00	0.49	0.51	1.00
Final Sat.:	1600	4726	74	1600	4756	44	823	777	1600	778	822	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.01	0.41	0.41	0.01	0.02	0.01	0.01	0.02	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 2.95		0.05	1.00 2.95		0.05	0.49 0.80		0.71	1.00 1.00		1.00
Final Sat.:	1600 4718		82	1600 4716		84	784 1273		1143	1600 1600		1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.28		0.28	0.01 0.41		0.41	0.02 0.03		0.03	0.01 0.02		0.02
Crit Moves:	****			****			****			****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 3.00		1.00	1.00 2.59		0.41	0.96 0.04		1.00	0.76 0.40		0.84
Final Sat.:	1600 4800		1600	1600 4145		655	1530	70	1600	1209 640		1351
Capacity Analysis Module:												
Vol/Sat:	0.04 0.25		0.01	0.01 0.41		0.41	0.10 0.10		0.04	0.01 0.01		0.01
Crit Moves:	****			****			****			****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	2800	3178	22	667	933	1600	1600	65	3135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.06	0.14	0.45	0.45	0.00	0.01	0.00	0.07	0.09	0.09
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.71	0.29	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2742	458	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.17	0.17	0.10	0.17	0.00
Crit Moves:			****					****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.02	0.31	0.00	0.00	0.34	0.09
Crit Moves:				****			****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	1.00	0.51	0.49	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	679	921	1600	808	792	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.04	0.03	0.06	0.02	0.04	0.47	0.03	0.04	0.52	0.03
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.00	1.00	1.00	2.72	0.28	1.00	4.00	1.00
Final Sat.:	1600	110	1490	1600	0	1600	1600	4354	446	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.01	0.00	0.01	0.03	0.40	0.40	0.06	0.29	0.02
Crit Moves:	****					****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Ignore			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	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
Reduced Vol:	0	0	0	0	0	0	286	1518	0	0	853	467
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.:	0	0	0	0	0	0	286	1518	0	0	853	467
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.29	0.71
Final Sat.:	0	0	0	0	0	0	1600	3200	0	0	2068	1132
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.47	0.00	0.00	0.41	0.41
Crit Moves:							****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.62	0.00	0.38	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	1600	2590	0	610	0	3200	1600	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.27	0.00	0.27	0.00	0.33	0.02	0.00	0.27	0.00
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	3200	0	0	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.25	0.12
Crit Moves:						****					****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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
Reduced Vol:	0	0	296	0	0	0	0	897	666	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.:	0	0	296	0	0	0	0	897	666	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.30	1.70	0.00	0.00	0.00
Final Sat.:	0	0	1600	0	0	0	0	3673	2727	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.24	0.24	0.00	0.00	0.00
Crit Moves:			****					****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3107	0	93	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.41	0.42	0.08	0.38	0.00
Crit Moves:			****						****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 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			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
OvlAdjVol:									51			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.56	0.44	0.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4092	708	360	0	2840	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.41	0.00	0.00	0.33	0.33	0.28	0.00	0.28	0.00	0.00	0.00
OvlAdjV/S :									0.02			
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:			310									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.43	0.00	0.57
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2286	0	914
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.41	0.02	0.20	0.00	0.00	0.00	0.00	0.21	0.00	0.21
OvlAdjV/S :			0.19									
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.88	0.00	0.12	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3016	0	184	2800	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.18	0.32	0.00	0.00	0.36	0.14
Crit Moves:				****				****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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 << 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
OvlAdjVol:						230						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	575	1025	1600	1168	432	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.24	0.24	0.42	0.27	0.22	0.01	0.04	0.22	0.10
OvlAdjV/S :						0.14						
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.39	0.00	0.00	0.24	0.08
Crit Moves:						****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.91	0.09	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6261	139	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.30	0.30	0.08	0.38	0.00
Crit Moves:			****					****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.50	0.50	1.00	1.64	0.36	1.00	1.96	0.04
Final Sat.:	1600	1600	1600	1600	2394	806	1600	2616	584	1600	3135	65
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.18	0.06	0.09	0.09	0.01	0.14	0.14	0.16	0.22	0.22
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	1.40	0.37	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.75	0.25
Final Sat.:	373	2240	587	1600	1600	1600	1600	4666	134	1600	4401	399
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.09	0.14	0.13	0.07	0.25	0.25	0.04	0.30	0.30
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	1.87	0.13	1.00	1.71	0.29	1.00
Final Sat.:	1600	4800	1600	1600	4680	120	2997	203	1600	2743	457	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.03	0.01	0.28	0.28	0.02	0.02	0.05	0.02	0.02	0.01
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.88	0.12	0.97	0.03	1.00	0.88	0.12	1.00
Final Sat.:	1600	4776	24	1600	4613	187	1556	44	1600	1412	188	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.00	0.28	0.28	0.07	0.07	0.07	0.03	0.03	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4449	351	2800	4800	1600	2800	3200	1600	2800	4321	479
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.08	0.21	0.14	0.07	0.36	0.12	0.08	0.27	0.27
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:						60						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	2800	4800	0	1600	4800	1600	2800	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.00	0.25	0.08	0.03	0.00	0.04	0.00	0.00	0.00
OvlAdjV/S :						0.04						
Crit Moves:	****				****				****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	2800	4800	1600	2800	4800	1600	2800	4800	1600	1600	3997	803
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.11	0.04	0.18	0.11	0.06	0.23	0.07	0.07	0.26	0.26
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	4368	432	2800	3200	1600	1600	2311	889	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.03	0.24	0.01	0.02	0.01	0.01	0.00	0.01	0.12
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 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			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
OvlAdjVol:						0						12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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	2800	0	3200	2800	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.08	0.11	0.34	0.00	0.00	0.34	0.20
OvlAdjV/S :						0.00						0.01
Crit Moves:				****				****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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 << 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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.97	1.00	0.87	1.13	1.00	1.00	1.00	1.00	1.88	0.12	1.00
Final Sat.:	42	3158	1600	1399	1801	1600	1600	1600	1600	3013	187	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.03	0.16	0.18	0.00	0.02	0.03	0.02	0.05	0.05	0.12
OvlAdjV/S :			0.00									
Crit Moves:		****		****				****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.03	0.06	0.17	0.13	0.04	0.45	0.05	0.03	0.49	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1211	389	1600	1364	236	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.04	0.20	0.20	0.04	0.40	0.07	0.07	0.37	0.04
Crit Moves:	****				****			****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.95	0.05	1.00	1.31	0.69	1.00	1.54	0.46
Final Sat.:	1600	2251	949	1600	3121	79	1600	2103	1097	1600	2459	741
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.03	0.13	0.13	0.02	0.09	0.09	0.03	0.06	0.06
Crit Moves:	****				****			****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	2274	926	1600	2631	569	2800	4009	791	2800	6013	387
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.15	0.15	0.04	0.36	0.36	0.06	0.27	0.27
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1277	323	1600	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.00	0.05	0.36	0.09	0.05	0.07	0.00	0.00	0.01	0.03
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1389	211	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.01	0.37	0.01	0.02	0.02	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4731	69	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.32	0.32	0.01	0.48	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			69									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.36	1.00	1.00	0.43	0.57	2.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	1021	579	1600	1600	693	907	2800	4385	415	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.12	0.02	0.04	0.04	0.02	0.27	0.27	0.08	0.29	0.01
OvlAdjV/S :			0.04									
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	0.33	0.67	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	122	1478	1600	520	1080	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.04	0.05	0.15	0.05	0.08	0.20	0.01	0.04	0.29	0.05
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.57	0.01	1.42	1.00	0.67	0.33	1.00	2.57	0.43	1.00	2.00	1.00
Final Sat.:	2522	8	2270	1600	1067	533	1600	4110	690	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.01	0.01	0.01	0.00	0.22	0.22	0.13	0.31	0.00
Crit Moves:		****				****		****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:			41									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.20	0.05	0.11	0.05	0.03	0.19	0.03	0.18	0.21	0.06
OvlAdjV/S :			0.03									
Crit Moves:		****		****				****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2446	754	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.22	0.04	0.16	0.05	0.06	0.28	0.12	0.15	0.27	0.05
Crit Moves:	****				****			****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.49	0.51	1.00	0.19	0.81	1.00
Final Sat.:	1600	3122	78	1600	3200	1600	778	822	1600	299	1301	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.04	0.29	0.05	0.05	0.09	0.21	0.01	0.06	0.03
Crit Moves:	****				****				****	****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	1.00	1.00	1.00	0.09	0.91	1.00
Final Sat.:	1600	3171	29	1600	2995	205	1600	1600	1600	151	1449	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.04	0.37	0.37	0.04	0.05	0.04	0.00	0.03	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	0.28	0.72	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3143	57	444	1156	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.08	0.04	0.35	0.35	0.01	0.02	0.01	0.08	0.02	0.02
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.02	0.00	0.00	0.00	0.00	0.48	0.19	0.02	0.48	0.00
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.070
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.28	0.19	0.27	0.26	0.07	0.19	0.28	0.20	0.12	0.27	0.10
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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
OvlAdjVol:			166									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	3200	1600	1600	4389	411	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.21	0.11	0.33	0.02	0.08	0.25	0.25	0.10	0.31	0.15
OvlAdjV/S :			0.10									
Crit Moves:	****				****		****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2452	748	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.14	0.05	0.38	0.06	0.10	0.16	0.16	0.17	0.18	0.03
Crit Moves:		****		****				****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	4800	1600	1600	4440	360	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.36	0.05	0.25	0.10	0.17	0.20	0.20	0.19	0.32	0.05
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2800	4800	1600	2800	4800	1600	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.01	0.05	0.32	0.37	0.16	0.07	0.03	0.01	0.20	0.08
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2903	297	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.05	0.14	0.16	0.16	0.07	0.24	0.01	0.11	0.24	0.13
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.57	0.33	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	164	903	533	1513	87	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.17	0.17	0.05	0.06	0.33	0.01	0.01	0.33	0.13
Crit Moves:	****			****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.61	0.39	1.00	2.96	0.04
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4176	624	1600	4735	65
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.11	0.10	0.11	0.00	0.04	0.32	0.32	0.12	0.31	0.31
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.53	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	1600	1600	759	841	1600	1600	3200	1600	1600	3136	64
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.05	0.02	0.05	0.01	0.01	0.47	0.06	0.05	0.42	0.42
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2868	332	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.19	0.18	0.09	0.09	0.27	0.06	0.05	0.25	0.17
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.86	1.00	0.24	1.76	1.00	0.13	0.87	1.00	0.33	0.67	1.00
Final Sat.:	220	2980	1600	378	2822	1600	204	1396	1600	536	1064	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.04	0.04	0.17	0.02	0.01	0.09	0.03	0.05	0.14	0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.83	0.17	1.00	2.69	0.31
Final Sat.:	1600	3200	1600	1600	2834	366	1600	4532	268	1600	4304	496
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.12	0.08	0.14	0.15	0.04	0.28	0.28	0.13	0.24	0.24
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.67	0.33	1.00	1.58	0.42	1.00	1.49	0.51
Final Sat.:	1600	2680	520	1600	2670	530	1600	2531	669	1600	2389	811
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.06	0.16	0.16	0.06	0.14	0.14	0.09	0.21	0.21
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.53	0.47	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	2800	3200	1600	1600	2444	756	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.12	0.05	0.15	0.15	0.14	0.32	0.06	0.07	0.31	0.07
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.02	0.01	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.03
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	1600	2569	631	2800	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.02	0.04	0.21	0.21	0.09	0.03	0.09	0.02	0.01	0.02
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.75	0.25	1.00	0.61	0.39	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1204	396	1600	969	631	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.01	0.01	0.17	0.03	0.05	0.07	0.06	0.04	0.07	0.14
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.17	0.03	0.07	0.22	0.00
Crit Moves:			****					****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.04	0.30	0.00	0.00	0.37	0.05
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.06	0.11	0.01	0.02	0.04	0.28	0.06	0.03	0.26	0.02
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	2800	3200	1600	1600	4800	1600	1600	3634	1166
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.18	0.10	0.23	0.07	0.10	0.29	0.07	0.14	0.33	0.33
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2720	480	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.14	0.05	0.25	0.06	0.07	0.16	0.16	0.05	0.16	0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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
OvlAdjVol:			162						291			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4800	1600	2800	3572	1228	2800	4800	1600	2800	3705	1095
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.18	0.04	0.28	0.28	0.16	0.24	0.28	0.08	0.19	0.19
OvlAdjV/S :			0.10						0.18			
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1543	57	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.01	0.04	0.36	0.03	0.20	0.21	0.04	0.03	0.00	0.03
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.81	0.19	1.00	0.33	0.22	0.45
Final Sat.:	1600	3200	1600	1600	4009	791	2888	312	1600	533	349	718
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.03	0.05	0.38	0.38	0.14	0.14	0.06	0.05	0.05	0.05
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:						12						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.09	0.09	0.29	0.06	0.06	0.13	0.03	0.10	0.19	0.11
OvlAdjV/S :						0.01						
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.90	0.10	0.60	0.40	1.00	0.68	0.09	0.23
Final Sat.:	1600	3200	1600	1600	4647	153	964	636	1600	1087	142	371
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.03	0.05	0.26	0.26	0.03	0.05	0.04	0.13	0.20	0.20
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.10	0.09	0.46	0.12	0.08	0.22	0.07	0.09	0.21	0.04
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.289
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.85	0.05	0.05	0.91	0.04
Final Sat.:	1600	3200	1600	1600	3200	1600	163	1359	78	81	1453	65
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.04	0.06	0.51	0.06	0.07	0.65	0.65	0.03	0.64	0.64
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.07	0.10	0.48	0.02	0.04	0.26	0.13	0.11	0.16	0.03
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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
Reduced Vol:	6	1441	19	33	1950	1	0	0	0	5	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.:	6	1441	19	33	1950	1	0	0	0	5	0	62
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	0.00	0.07	0.00	0.93
Final Sat.:	1600	3200	1600	1600	3200	1600	0	1600	0	119	0	1481
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.01	0.02	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Crit Moves:	****				****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.03	0.97	1.00	2.59	0.41	1.00	2.74	0.26	1.00	2.57	0.43
Final Sat.:	1600	3249	1551	1600	4141	659	1600	4380	420	1600	4113	687
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.14	0.34	0.34	0.18	0.33	0.33	0.23	0.31	0.31
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #168 Western Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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 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
Reduced Vol:	303	1124	25	35	1131	260	50	14	188	11	5	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.:	303	1124	25	35	1131	260	50	14	188	11	5	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.78	0.22	1.00	0.69	0.31	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1250	350	1600	1100	500	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.02	0.02	0.35	0.16	0.03	0.04	0.12	0.01	0.01	0.05
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	0.80	0.20	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1543	57	1600	1280	320	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.07	0.02	0.02	0.02	0.02	0.37	0.06	0.06	0.33	0.03
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.38	0.62	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	503	1097	1600	609	991	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.05	0.13	0.03	0.06	0.36	0.05	0.08	0.26	0.05
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.42	0.41	1.00	1.00	1.00	1.00	1.77	0.23	1.00	1.79	0.21
Final Sat.:	272	675	653	1600	1600	1600	1600	2839	361	1600	2863	337
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.06	0.10	0.09	0.09	0.17	0.17	0.06	0.25	0.25
Crit Moves:		****		****			****				****	

Weekend Mid-Day Peak Hour

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.63	0.37	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1600	1011	589	1600	1600	1600	1600	3200	1600	1600	3148	52
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.00	0.01	0.00	0.36	0.01	0.01	0.36	0.36
Crit Moves:	****					****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	2800	0	1600	1600	4800	0	0	4645	155
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.01	0.31	0.00	0.00	0.36	0.35
Crit Moves:						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.32	0.05	0.02	0.32	0.00
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	1.93	0.07	1.00	1.00	2.96	0.04	1.00	2.77	0.23
Final Sat.:	1231	369	1600	3094	106	1600	1600	4738	62	1600	4436	364
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.06	0.03	0.35	0.35	0.01	0.47	0.47
Crit Moves:			****		****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.55	0.45	1.00	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1600	1600	1600	879	721	1600	1600	4800	1600	1600	4617	183
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.02	0.04	0.05	0.03	0.21	0.02	0.08	0.29	0.29
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	1.00	0.54	0.08	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	674	926	1600	862	135	603	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.04	0.08	0.08	0.02	0.21	0.01	0.02	0.27	0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	xxxx	1.56	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2309	0	2491	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.28	0.16	0.27	0.26	0.00
OvlAdjV/S :			0.00									
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.71	0.29	1.00	0.78	0.22	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1143	457	1600	1240	360	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.24	0.02	0.01	0.01	0.02	0.02	0.03	0.01
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.46	0.54	1.00	1.65	0.35
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3932	868	1600	2645	555
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.05	0.04	0.18	0.04	0.06	0.08	0.08	0.06	0.14	0.14
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	0.70	0.30	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	718	882	1600	1127	473	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.02	0.03	0.27	0.01	0.02	0.05	0.03	0.02	0.03	0.02
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.50	0.50	1.00	0.65	0.35	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	800	800	1600	1035	565	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.02	0.02	0.28	0.01	0.01	0.03	0.04	0.01	0.02	0.01
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4133	667	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.08	0.13	0.20	0.07	0.12	0.22	0.22	0.12	0.30	0.12
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.42	0.57	1.01
Final Sat.:	1600	3200	1600	1600	3200	1600	865	735	1600	680	920	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.01	0.01	0.30	0.01	0.01	0.02	0.01	0.01	0.03	0.02
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	2800	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.07	0.08	0.28	0.03	0.02	0.11	0.02	0.05	0.13	0.18
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2715	485	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.13	0.17	0.20	0.06	0.07	0.34	0.34	0.15	0.27	0.19
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.47	0.53	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	933	667	1600	747	853	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.01	0.02	0.31	0.02	0.01	0.01	0.02	0.00	0.01	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.36	0.00	1.64
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2174	0	2626
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.22	0.21	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	3116	84	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.00	0.01	0.16	0.22	0.12	0.12	0.04	0.00	0.01	0.01
Crit Moves:	****					****		****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.60	1.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1840	1360	2556	2244	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.10	0.10	0.04	0.06	0.35	0.04	0.10	0.38	0.08
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.32	0.68	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	644	956	1600	516	1084	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.01	0.01	0.02	0.01	0.01	0.33	0.02	0.01	0.29	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.77	1.00	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	365	1235	1600	571	1029	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.04	0.10	0.03	0.04	0.32	0.03	0.04	0.33	0.04
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:			2			162						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	2.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4409	391	1600	4656	144
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.07	0.03	0.13	0.17	0.07	0.27	0.27	0.07	0.30	0.30
OvlAdjV/S :			0.00			0.10						
Crit Moves:	****				****		****				****	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.47	1.00	0.50	0.50	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	842	758	1600	800	800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.01	0.02	0.25	0.01	0.01	0.01	0.00	0.01	0.02	0.01
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	0 1	0 0	1	0 1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.77	1.00	0.10	0.90	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	362	1238	1600	166	1434	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.01	0.01	0.22	0.03	0.02	0.10	0.03	0.01	0.08	0.01
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.03	0.09	0.04	0.02	0.03	0.30	0.01	0.02	0.35	0.06
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.88	0.12	1.00	2.90	0.10
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4615	185	1600	4636	164
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.04	0.03	0.05	0.06	0.04	0.26	0.27	0.03	0.29	0.29
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2864	336	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.02	0.05	0.03	0.02	0.23	0.23	0.02	0.26	0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2985	215
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.07	0.07	0.09	0.10	0.12	0.32	0.02	0.08	0.34	0.34
OvlAdjV/S :						0.00						
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.223
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.02	0.13	0.00	0.01	0.12	0.03
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	0.86	0.14	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1422	178	1600	1371	229	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.29	0.01	0.01	0.27	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.81	0.19	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1263	337	1600	1304	296	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.01	0.02	0.05	0.08	0.35	0.04	0.01	0.28	0.01
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3979	821
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.14	0.17	0.22	0.12	0.10	0.21	0.08	0.10	0.19	0.20
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.37	0.42	0.21	0.71	0.29	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	585	677	338	1135	465	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.02	0.02	0.24	0.01	0.01	0.03	0.03	0.04	0.06	0.02
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	3200	1600	1600	4305	495	1600	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.13	0.13	0.20	0.20	0.05	0.23	0.06	0.07	0.29	0.06
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:			76									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.13	0.87	1.26	1.08	0.66
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1815	1385	2025	1726	1049
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.28	0.07	0.24	0.08	0.08	0.14	0.14	0.23	0.23	0.23
OvlAdjV/S :			0.05									
Crit Moves:	****				****				****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:			43			171						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	4800	1600	2800	3810	990	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.11	0.13	0.20	0.25	0.15	0.11	0.11	0.09	0.30	0.18
OvlAdjV/S :			0.03			0.11						
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4452	348	1600	4784	16	1600	3200	1600	2800	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.01	0.26	0.26	0.00	0.00	0.01	0.04	0.00	0.01
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	4736	64	1600	4800	0	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.01	0.29	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.67	0.33	1.93	0.07	1.00	0.43	0.57	1.00
Final Sat.:	1600	4800	1600	1600	4267	533	3084	116	1600	686	914	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.00	0.00	0.29	0.29	0.06	0.06	0.08	0.00	0.00	0.01
Crit Moves:	****				****				****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2800	4800	1600	2800	4800	1600	2800	3200	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.07	0.03	0.23	0.09	0.04	0.19	0.05	0.04	0.18	0.03
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.96	0.04	0.86	0.14	1.00	0.55	0.45	1.00
Final Sat.:	1600	4745	55	1600	4729	71	1371	229	1600	873	727	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.24	0.24	0.02	0.02	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4800	1600	2800	4176	624	2800	4175	625	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.16	0.07	0.23	0.23	0.06	0.17	0.17	0.13	0.25	0.11
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	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	4512	288		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.27	0.27		0.05	0.26	0.00		0.00	0.00	0.00		0.09	0.00	0.04	
Crit Moves:		****			****								****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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				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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.70	0.30		1.68	0.01	1.31		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4324	476		2700	0	2100		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.25	0.00		0.00	0.28	0.28		0.05	0.00	0.05		0.00	0.00	0.00	
Crit Moves:	****					****			****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.281
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.36	0.00	0.64
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	571	0	1029
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.00	0.00	0.21	0.01	0.01	0.00	0.01	0.01	0.00	0.02
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2800	6400	1600	2800	4800	1600	2800	4800	1600	2800	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.07	0.04	0.16	0.04	0.06	0.25	0.07	0.10	0.24	0.07
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.92		0.08	1.00	2.94		0.06	1.00	1.00		1.00	1.00	0.73		0.27
Final Sat.:	1600	4673		127	1600	4709		91	1600	1600		1600	1600	1174		426
Capacity Analysis Module:																
Vol/Sat:	0.13	0.39		0.39	0.04	0.40		0.40	0.03	0.09		0.20	0.06	0.15		0.15
Crit Moves:	****					****						****	****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	1	0	1	0	3	0	1	2	0	0	0	1	0	1	0
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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	0.88	1.00		1.00	1.00	1.00		1.00
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.:	1600	4648		152	1600	4800		1600	2800	0		1600	1385	215		1600
Capacity Analysis Module:																
Vol/Sat:	0.02	0.43		0.43	0.02	0.46		0.01	0.02	0.00		0.02	0.05	0.05		0.03
Crit Moves:	****					****			****				****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:			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
OvlAdjVol:				93					150						59					49
Saturation Flow Module:																				
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		0.88		1.00		1.00	0.88		1.00		1.00
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.:	1600	4800		1600		1600	4800		1600		2800		3200		1600	2800		3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.30		0.22		0.13	0.37		0.21		0.12		0.18		0.08	0.16		0.20		0.16
OvlAdjV/S :				0.06					0.09						0.04					0.03
Crit Moves:			****				****						****				****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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					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:	1600	1600		1600		1600	1600		1600		1600		1600		1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00	3.00		0.00		0.00	3.00		1.00		1.71		0.00		0.29	0.00		0.00		0.00
Final Sat.:	1600	4800		0		0	4800		1600		2739		0		461	0		0		0
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.32		0.00		0.00	0.43		0.30		0.12		0.00		0.12	0.00		0.00		0.00
Crit Moves:	****						****				****									

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.368
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	0.88	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.89	0.11		1.00	3.00	1.00		1.84	0.16	1.00		1.30	0.70	1.00	
Final Sat.:	2800	4620	180		1600	4800	1600		2946	254	1600		2077	1123	1600	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.31	0.31		0.05	0.26	0.45		0.13	0.13	0.56		0.02	0.02	0.05	
Crit Moves:	****						****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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	0	1	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.93	0.07		1.00	2.64	0.36		1.37	0.48	0.15		1.00	1.00	1.00	
Final Sat.:	1600	4689	111		1600	4221	579		2188	773	240		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31	0.31		0.13	0.33	0.33		0.25	0.25	0.25		0.03	0.06	0.08	
Crit Moves:		****			****					****					****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	4188	612	2800	2978	222	2800	3733	1067
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.19	0.31	0.23	0.23	0.18	0.42	0.42	0.16	0.38	0.37
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	4658	142	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.06	0.29	0.00	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:	****				****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4619	181	1600	4323	477	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.16	0.23	0.23	0.08	0.09	0.04	0.01	0.10	0.15
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	1600	1600	1600	3200	1600	1600	4800	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.03	0.05	0.17	0.03	0.07	0.18	0.23	0.09	0.06	0.22	0.20
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.08	0.00	0.00	0.01	0.02	0.27	0.07	0.14	0.28	0.00
Crit Moves:	****					****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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			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
OvlAdjVol:												16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	2800	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.11	0.14	0.34	0.00	0.00	0.35	0.12
OvlAdjV/S :												0.01
Crit Moves:						****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.263
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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					Ignore				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
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
Reduced Vol:	0		4		4	24		0		42	25		549		0	1		581		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		4		4	24		0		42	25		549		0	1		581		0
Saturation Flow Module:																				
Sat/Lane:	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600			1600
Adjustment:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Lanes:	1.00	2.00			1.00	1.00	1.00			1.00	1.00	2.00			1.00	1.00	2.00			1.00
Final Sat.:	1600	3200			1600	1600	1600			1600	1600	3200			1600	1600	3200			1600
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00			0.00	0.02	0.00			0.03	0.02	0.17			0.00	0.00	0.18			0.00
Crit Moves:	****									****	****						****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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:	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600			1600
Adjustment:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Lanes:	0.27	0.73			1.00	1.00	1.00			1.00	1.00	2.89			0.11	1.00	2.91			0.09
Final Sat.:	436	1164			1600	1600	1600			1600	1600	4619			181	1600	4654			146
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.03			0.05	0.04	0.01			0.04	0.03	0.31			0.31	0.05	0.36			0.36
Crit Moves:					****	****					****						****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	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		570	0	1030		244	2956	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.05		0.02	0.16	0.00		0.00	0.20	0.01	
Crit Moves:					****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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.:	3200	0	1600		1600	0	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.02		0.00	0.00	0.01		0.01	0.25	0.02		0.01	0.28	0.01	
Crit Moves:			****				****		****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	1600	0	3169	31	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.36	0.36	0.00	0.37	0.00
Crit Moves:						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.06	0.14	0.00	0.00	0.15	0.06
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	960	640	1600	963	637	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.09	0.05	0.08	0.02	0.02	0.33	0.04	0.06	0.35	0.04
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.40	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	xxxx	1.38	1.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2591	0	2209	1600	0	0	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.24	0.04	0.04	0.26	0.00
Crit Moves:	****			****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	0	1600	1600	4794	6	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.17	0.01	0.22	0.00
Crit Moves:			****	****			****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.76	0.24	1.07	1.93	0.00	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	2800	6009	391	1715	3085	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.16	0.04	0.25	0.25	0.09	0.09	0.00	0.23	0.13	0.00
Crit Moves:		****		****				****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	2800	5262	1138	2800	6257	143	0	4800	1600	2800	2917	283
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.03	0.28	0.28	0.00	0.14	0.16	0.17	0.24	0.24
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.99	0.01	1.00	4.00	1.00	2.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	2800	6379	21	1600	6400	1600	3200	0	1600	928	672	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.06	0.33	0.05	0.11	0.00	0.05	0.03	0.03	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6346	54	1600	6355	45	1600	3200	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.04	0.38	0.38	0.02	0.00	0.01	0.03	0.01	0.01
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.94	0.06	1.00	3.98	0.02	0.85	0.15	1.00	0.85	0.15	1.00
Final Sat.:	1600	6307	93	1600	6371	29	1363	237	1600	1358	242	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.03	0.37	0.37	0.01	0.02	0.00	0.02	0.02	0.01
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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
OvlAdjVol:			95									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.28	0.17	0.04	0.25	0.13	0.08	0.18	0.30	0.11	0.16	0.06
OvlAdjV/S :			0.06									
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6400	1600	2800	6301	99	914	686	1600	1387	213	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.05	0.11	0.27	0.27	0.01	0.02	0.01	0.04	0.05	0.17
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6400	1600	2800	6343	57	555	1045	1600	1356	247	1596
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.11	0.07	0.28	0.28	0.01	0.03	0.03	0.12	0.14	0.14
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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			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
OvlAdjVol:												31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	6009	391	2800	6092	308	2800	3200	1600	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.04	0.34	0.34	0.07	0.09	0.06	0.08	0.11	0.06
OvlAdjV/S :												0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.93	0.07	1.00	3.92	0.08	1.00	0.47	0.53	1.00	0.52	0.48
Final Sat.:	1600	6283	117	1600	6268	132	1600	752	848	1600	832	768
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.03	0.35	0.35	0.02	0.06	0.06	0.02	0.05	0.05
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 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				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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	3.81		0.19	1.00	3.94		0.06	1.00	0.26		0.74	1.00	0.39		0.61
Final Sat.:	1600	6095		305	1600	6302		98	1600	410		1190	1600	632		968
Capacity Analysis Module:																
Vol/Sat:	0.13	0.47		0.47	0.04	0.51		0.51	0.04	0.15		0.15	0.10	0.07		0.07
Crit Moves:	****					****				****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	0.88	1.00		1.00	0.88	1.00		1.00	0.88	1.00		1.00	0.88	1.00		1.00
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.:	2800	6400		1600	2800	6400		1600	2800	4800		1600	2800	3676		1124
Capacity Analysis Module:																
Vol/Sat:	0.15	0.38		0.10	0.18	0.43		0.17	0.20	0.20		0.26	0.09	0.19		0.19
Crit Moves:	****					****			****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	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: 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
OvlAdjVol:									102			12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.79	0.21	1.00	1.23	0.77	1.00
Final Sat.:	2800	6400	1600	2800	6400	1600	1271	329	1600	1966	1234	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.03	0.03	0.34	0.03	0.04	0.04	0.11	0.03	0.03	0.04
OvlAdjV/S :									0.06			0.01
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6188	212	2800	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.06	0.34	0.02	0.01	0.01	0.02	0.07	0.01	0.09
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	137	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	6400	1600	2800	6238	162	1600	2856	344	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.16	0.19	0.37	0.37	0.06	0.15	0.15	0.12	0.09	0.22
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.35	0.65	1.00	0.45	0.55
Final Sat.:	2800	6400	1600	2800	6400	1600	1600	560	1040	1600	713	887
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.00	0.12	0.33	0.08	0.10	0.10	0.10	0.11	0.05	0.09
Crit Moves:		****		****				****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.220
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	6400	1600	2800	6400	1600	2800	4014	786	2800	3959	841
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.42	0.13	0.29	0.09	0.10	0.16	0.16	0.43	0.32	0.32
Crit Moves:			****	****				****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.84	0.16	1.00	3.93	0.07	0.49	0.51	1.00	0.56	0.44	1.00
Final Sat.:	1600	6138	262	1600	6285	115	779	821	1600	890	710	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.17	0.34	0.34	0.04	0.07	0.01	0.04	0.07	0.06
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6187	213	2800	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.17	0.32	0.05	0.09	0.13	0.07	0.10	0.11	0.31
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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: 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
OvlAdjVol:												33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.72	0.28	1.00	3.00	1.00	1.00	0.53	0.47	1.00	0.02	1.98
Final Sat.:	1600	5959	441	1600	4800	1600	1600	853	747	1600	25	3175
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.15	0.32	0.01	0.01	0.01	0.01	0.14	0.16	0.16
OvlAdjV/S :												0.01
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	2800	4193	607	2800	4800	1600	1600	3770	1030	1600	3504	1296
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.22	0.16	0.20	0.23	0.25	0.30	0.30	0.15	0.30	0.30
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.50	0.50	1.00	0.56	0.44	1.00
Final Sat.:	1600	4774	26	1600	4746	54	800	800	1600	903	697	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.03	0.30	0.30	0.01	0.02	0.01	0.01	0.02	0.01
Crit Moves:	****				****		****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.82	0.18	1.00	2.97	0.03	0.13	0.87	1.00	1.00	1.00	1.00
Final Sat.:	1600	4515	285	1600	4745	55	204	1396	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.02	0.29	0.29	0.01	0.03	0.07	0.06	0.01	0.04
Crit Moves:	****				****				****	****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	0.96	0.04	1.00	0.31	0.69	1.00
Final Sat.:	1600	4800	1600	1600	4140	660	1528	72	1600	500	1100	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.01	0.02	0.32	0.32	0.11	0.11	0.02	0.00	0.00	0.02
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	2800	3169	31	1360	240	1600	1600	40	3160
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.06	0.09	0.35	0.35	0.01	0.01	0.00	0.06	0.10	0.10
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.315
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2995	205	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.15	0.15	0.06	0.13	0.00
Crit Moves:			****					****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	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		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.03		0.02	0.28	0.00		0.00	0.31	0.06	
Crit Moves:					****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.61	0.39	1.00		0.74	0.26	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	978	622	1600		1179	421	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.01	0.01	0.01		0.01	0.28	0.03		0.01	0.29	0.02	
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #98 Hickory 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): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	1.00	0.00	1.00	1.00	2.87	0.13	1.00	4.00	1.00
Final Sat.:	1600	76	1524	1600	0	1600	1600	4588	212	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.01	0.00	0.01	0.02	0.36	0.36	0.03	0.28	0.02
Crit Moves:	****					****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Ignore			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	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
Reduced Vol:	0	0	0	0	0	0	178	1064	0	0	715	553
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.:	0	0	0	0	0	0	178	1064	0	0	715	553
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.13	0.87
Final Sat.:	0	0	0	0	0	0	1600	3200	0	0	1804	1396
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.33	0.00	0.00	0.40	0.40
Crit Moves:							****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		0.00		1.00		1.38		0.00		0.62		0.00		2.00		1.00		0.00		2.00		0.00	
Final Sat.:	0		0		1600		2208		0		992		0		3200		1600		0		3200		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.20		0.00		0.20		0.00		0.24		0.01		0.00		0.23		0.00	
Crit Moves:					****		****								****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		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		3200		0		0		0		0		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.00		0.00		0.25		0.00		0.00		0.00		0.00		0.28		0.14	
Crit Moves:											****										****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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
Reduced Vol:	0	0	294	0	0	0	0	727	891	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.:	0	0	294	0	0	0	0	727	891	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	1600	0	0	0	0	3200	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.23	0.28	0.00	0.00	0.00
Crit Moves:			****						****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.94	0.00	0.06	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3102	0	98	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.21	0.27	0.04	0.26	0.00
Crit Moves:			****						****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.31	0.69	0.28	0.00	1.72	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3694	1106	455	0	2745	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.00	0.00	0.29	0.29	0.15	0.00	0.15	0.00	0.00	0.00
OvlAdjV/S :									0.00			
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.16	0.00	0.84
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	1861	0	1339
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.17	0.04	0.10	0.00	0.00	0.00	0.00	0.18	0.00	0.18
OvlAdjV/S :			0.00									
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.83	0.00	0.17	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2925	0	275	2800	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.14	0.10	0.00	0.00	0.20	0.10
Crit Moves:				****			****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #107 Inglewood Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.139
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	591	1009	1600	1283	317	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.23	0.23	0.39	0.42	0.26	0.03	0.07	0.30	0.11
OvlAdjV/S :						0.00						
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.32	0.00	0.00	0.21	0.03
Crit Moves:						****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6340	60	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.28	0.29	0.05	0.38	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.89	0.11	1.00	1.94	0.06
Final Sat.:	1600	1600	1600	1600	2886	314	1600	3019	181	1600	3100	100
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.10	0.01	0.03	0.04	0.00	0.12	0.12	0.12	0.19	0.19
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	1.26	0.30	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.90	0.10
Final Sat.:	701	2016	482	1600	1600	1600	1600	4742	58	1600	4640	160
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.08	0.08	0.01	0.07	0.28	0.28	0.05	0.36	0.36
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.389
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.83	0.17	1.93	0.07	1.00	2.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4529	271	3086	114	1600	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.00	0.00	0.26	0.26	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.82	0.18	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4794	6	1600	4505	295	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.00	0.22	0.22	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	2800	4107	693	2800	4800	1600	2800	3200	1600	2800	4054	746
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.07	0.18	0.14	0.11	0.20	0.13	0.08	0.24	0.24
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	2800	4800	0	1600	4800	1600	2800	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.00	0.00	0.20	0.07	0.03	0.00	0.09	0.00	0.00	0.00
OvlAdjV/S :						0.00						
Crit Moves:	****				****				****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	2800	4800	1600	2800	4800	1600	2800	4800	1600	1600	4052	748
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.05	0.05	0.16	0.17	0.08	0.15	0.05	0.05	0.22	0.22
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	4602	198	2800	3200	1600	1600	2307	893	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.02	0.16	0.08	0.05	0.04	0.04	0.00	0.05	0.06
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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				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	
OvlAdjVol:							0								0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.88	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00	
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		2800	0	3200		2800	4800	0		0	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.00	0.11		0.11	0.26	0.00		0.00	0.31	0.18	
OvlAdjV/S :							0.00								0.00	
Crit Moves:					****					****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.200
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:		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	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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.:	39	3161	1600		890	2310	1600		1600	1600	1600		3200	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.02		0.04	0.07	0.00		0.00	0.00	0.00		0.02	0.00	0.05	
OvlAdjV/S :			0.00													
Crit Moves:		****			****					****					****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
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
PHF Adj:	1.00	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
MLF Adj:	1.00	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.02	0.05	0.07	0.04	0.02	0.26	0.03	0.01	0.28	0.03
Crit Moves:		****		****			****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
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
PHF Adj:	1.00	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
MLF Adj:	1.00	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1316	284	1600	1481	119	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.15	0.02	0.10	0.10	0.01	0.39	0.05	0.03	0.40	0.03
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.86	0.14	1.00	1.07	0.93	1.00	1.83	0.17
Final Sat.:	1600	2657	543	1600	2970	230	1600	1704	1496	1600	2923	277
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.01	0.08	0.08	0.01	0.06	0.06	0.06	0.03	0.03
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	0.88	1.00	1.00
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.:	1600	2520	680	1600	2667	533	2800	4131	669	2800	6138	262
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.06	0.10	0.10	0.04	0.36	0.36	0.06	0.23	0.23
Crit Moves:	****				****			****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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: 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.92		0.08		1.00		0.80		0.20		1.00	
Final Sat.:	1600		1600		1600		1600		1600		1600		1473		127		1600		1280		320		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.20		0.00		0.04		0.30		0.08		0.05		0.05		0.01		0.00		0.00		0.04	
Crit Moves:	****								****				****										****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) 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):	xxxxxx
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: 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		0.95		0.05		1.00		1.00		0.00		1.00	
Final Sat.:	1600		1600		1600		1600		1600		1600		1527		73		1600		1600		0		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.20		0.00		0.00		0.30		0.01		0.01		0.01		0.04		0.00		0.00		0.01	
Crit Moves:	****								****								****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.99	0.01		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	4792	8		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.25	0.25		0.01	0.38	0.00	
Crit Moves:			****						****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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	
OvlAdjVol:			31													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00	
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.:	1418	412	1370		1600	558	1042		2800	4592	208		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.08	0.08		0.03	0.04	0.04		0.02	0.17	0.17		0.06	0.18	0.02	
OvlAdjV/S :			0.02													
Crit Moves:	****						****				****			****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	196	1404	1600	622	978	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.05	0.04	0.10	0.05	0.05	0.19	0.01	0.03	0.17	0.04
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	0.01	1.51	1.00	1.00	0.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	2361	16	2423	1600	1600	0	1600	4243	557	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.00	0.20	0.20	0.11	0.29	0.00
Crit Moves:		****		****				****		****		

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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
OvlAdjVol:				89												
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1600	1600		1600	1600	3200		1600	1600	3200		1600	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.03	0.10		0.19	0.04	0.05		0.02	0.02	0.16		0.03	0.13	0.15		0.03
OvlAdjV/S :				0.06												
Crit Moves:		****			****					****			****			

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.24		0.76	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1600	1978		1222	1600	3200		1600	1600	3200		1600	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.17	0.15		0.15	0.06	0.10		0.10	0.06	0.24		0.12	0.11	0.29		0.06
Crit Moves:	****					****			****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.72	0.28	1.00	0.23	0.77	1.00
Final Sat.:	1600	3151	49	1600	3200	1600	1152	448	1600	369	1231	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.23	0.23	0.03	0.16	0.07	0.07	0.10	0.20	0.01	0.06	0.04
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.00	1.00	0.16	0.84	1.00
Final Sat.:	1600	3158	42	1600	2914	286	1600	1600	1600	250	1350	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.24	0.24	0.06	0.04	0.03	0.00	0.02	0.02
Crit Moves:		****		****			****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	1.96		0.04	0.20	0.80		1.00	1.00	1.00		1.00
Final Sat.:	1600	3200		1600	1600	3141		59	327	1273		1600	1600	1600		1600
Capacity Analysis Module:																
Vol/Sat:	0.01	0.27		0.07	0.03	0.22		0.22	0.01	0.03		0.01	0.07	0.01		0.04
Crit Moves:		****			****					****			****			

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	2.00		1.00	1.00	2.00		0.00
Final Sat.:	1600	0		1600	0	0		0	0	3200		1600	1600	3200		0
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00		0.01	0.00	0.00		0.00	0.00	0.36		0.11	0.01	0.35		0.00
Crit Moves:	****									****			****			

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.09	0.21	0.18	0.08	0.08	0.24	0.10	0.09	0.26	0.12
Crit Moves:		****		****			****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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
OvlAdjVol:			217									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	4800	1600	1600	3200	1600	1600	4418	382	2800	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.25	0.17	0.28	0.04	0.12	0.24	0.24	0.12	0.34	0.10
OvlAdjV/S :			0.14									
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.58	0.42		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2530	670		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.31	0.10		0.05	0.32	0.06		0.09	0.12	0.11		0.16	0.13	0.03	
Crit Moves:	****					****				****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.88	1.00	1.00	
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.:	1600	4800	1600		1600	4800	1600		1600	4442	358		2800	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18	0.24		0.03	0.25	0.13		0.11	0.18	0.18		0.15	0.24	0.04	
Crit Moves:	****					****			****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	0.88	1.00		1.00			0.88	1.00		1.00			0.88	1.00		1.00			0.88	1.00		1.00		
Lanes:	2.00	3.00		1.00			2.00	3.00		1.00			2.00	2.00		1.00			2.00	2.00		1.00		
Final Sat.:	2800	4800		1600			2800	4800		1600			2800	3200		1600			2800	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.14		0.01			0.02	0.17		0.14			0.08	0.03		0.06			0.00	0.05		0.02		
Crit Moves:	****							****					****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	2.00		1.00			1.00	1.00		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	1600	3200		1600			1600	1600		1600			1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.01		0.03			0.08	0.01		0.04			0.03	0.19		0.04			0.08	0.20		0.03		
Crit Moves:				****			****							****					****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.44	0.37	0.99	0.01	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	300	700	600	1578	22	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.18	0.18	0.04	0.04	0.30	0.01	0.02	0.35	0.09
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.65	0.35	1.00	2.88	0.12
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4242	558	1600	4608	192
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.06	0.04	0.07	0.04	0.09	0.30	0.30	0.07	0.34	0.34
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.42	0.58	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1600	1600	1600	667	933	1600	1600	3200	1600	1600	3180	20
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.01	0.02	0.00	0.00	0.22	0.03	0.02	0.30	0.30
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2370	830	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.17	0.09	0.07	0.12	0.28	0.05	0.06	0.27	0.13
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.86	1.00	0.23	1.77	1.00	0.16	0.84	1.00	0.42	0.58	1.00
Final Sat.:	231	2969	1600	373	2827	1600	257	1343	1600	674	926	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.03	0.12	0.02	0.01	0.05	0.02	0.05	0.12	0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	2.91	0.09	1.00	2.69	0.31
Final Sat.:	1600	3200	1600	1600	2352	848	1600	4659	141	1600	4307	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.08	0.09	0.09	0.03	0.20	0.20	0.06	0.18	0.18
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.56	0.44	1.00	1.60	0.40	1.00	1.76	0.24	1.00	1.65	0.35
Final Sat.:	1600	2504	696	1600	2558	642	1600	2816	384	1600	2634	566
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.04	0.10	0.10	0.04	0.08	0.08	0.04	0.12	0.12
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.38	0.62	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	2800	3200	1600	1600	2208	992	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.02	0.10	0.10	0.06	0.16	0.02	0.04	0.19	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.211
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00	1.00	1.00	1.00
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.:	1600	3200	1600	1600	2729	471	2800	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.03	0.02	0.11	0.11	0.03	0.05	0.01	0.02	0.02	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.139
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.87	0.13	1.00	0.78	0.22	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1391	209	1600	1244	356	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.00	0.00	0.07	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.221
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.12	0.02	0.02	0.11	0.00
Crit Moves:			****					****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.02	0.24	0.00	0.00	0.32	0.04
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00	1.00
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.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	2800	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.07	0.09	0.22	0.04	0.06	0.10	0.02	0.04	0.12	0.07
Crit Moves:		****		****			****				****	

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		0.88	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
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.:	1600	3200	1600		2800	3200	1600		1600	4800	1600		1600	4016	784					
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.22	0.17		0.09	0.23	0.05		0.11	0.21	0.05		0.17	0.23	0.23					
Crit Moves:		****			****					****			****							

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.42	0.58		1.00	2.00	1.00					
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2272	928		1600	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.21	0.05		0.05	0.15	0.07		0.06	0.07	0.07		0.05	0.06	0.05					
Crit Moves:		****			****					****			****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #158 Western Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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
OvlAdjVol:				23								173				
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	0.88	1.00		1.00	0.88	1.00		1.00	0.88	1.00		1.00	0.88	1.00		1.00
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.:	2800	4800		1600	2800	3200		1600	2800	4800		1600	2800	3878		922
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14		0.03	0.02	0.17		0.17	0.07	0.06		0.15	0.02	0.11		0.11
OvlAdjV/S :				0.01								0.11				
Crit Moves:	****					****			****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #159 Western Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	0.98	0.02		1.00	1.00	1.00		1.00
Final Sat.:	1600	4800		1600	1600	4800		1600	1564	36		1600	1600	1600		1600
Capacity Analysis Module:																
Vol/Sat:	0.02	0.19		0.00	0.01	0.25		0.06	0.05	0.05		0.02	0.01	0.00		0.01
Crit Moves:	****					****			****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.47	0.53	1.00	0.20	0.31	0.49
Final Sat.:	1600	3200	1600	1600	4305	495	2347	853	1600	315	492	793
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.01	0.02	0.25	0.25	0.04	0.04	0.03	0.07	0.07	0.07
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:						10						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.07	0.06	0.17	0.06	0.06	0.13	0.04	0.07	0.14	0.03
OvlAdjV/S :						0.01						
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	0.67	0.33	1.00	0.24	0.47	0.29
Final Sat.:	1600	3200	1600	1600	4671	129	1078	522	1600	391	744	465
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.02	0.02	0.22	0.22	0.06	0.09	0.03	0.01	0.05	0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.10	0.07	0.24	0.10	0.06	0.32	0.10	0.05	0.27	0.06
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.26	0.25	0.49	0.41	0.42	0.17
Final Sat.:	1600	3200	1600	1600	3200	1600	421	400	779	650	675	275
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.01	0.02	0.28	0.02	0.03	0.10	0.09	0.02	0.04	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.07	0.04	0.33	0.01	0.03	0.11	0.11	0.13	0.13	0.03
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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
Reduced Vol:	6	1214	17	32	1493	3	2	0	0	5	0	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.:	6	1214	17	32	1493	3	2	0	0	5	0	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	0.00	0.07	0.00	0.93
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	0	0	110	0	1490
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.01	0.02	0.47	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.28	0.72	1.00	2.25	0.75	1.00	2.69	0.31	1.00	2.60	0.40
Final Sat.:	1600	3644	1156	1600	3600	1200	1600	4310	490	1600	4159	641
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.16	0.10	0.17	0.17	0.10	0.26	0.26	0.18	0.21	0.21
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #168 Western Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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
Reduced Vol:	69	907	6	27	845	35	23	0	80	3	0	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.:	69	907	6	27	845	35	23	0	80	3	0	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.02	0.26	0.02	0.01	0.00	0.05	0.00	0.00	0.02
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.12	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1405	195	1600	1389	211	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.02	0.02	0.01	0.01	0.28	0.04	0.02	0.31	0.01
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	0.50	0.50	1.00		0.47	0.53	1.00		1.00	2.00	1.00		1.00	2.00	1.00					
Final Sat.:	795	805	1600		755	845	1600		1600	3200	1600		1600	3200	1600					
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.10	0.04		0.05	0.10	0.03		0.03	0.27	0.02		0.05	0.32	0.05					
Crit Moves:	****					****			****					****						

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
EXISTING CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	0	1!	0	0	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600					
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	0.14	0.47	0.39		1.00	1.00	1.00		1.00	1.86	0.14		1.00	1.82	0.18					
Final Sat.:	223	759	618		1600	1600	1600		1600	2981	219		1600	2920	280					
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.13	0.13		0.03	0.05	0.05		0.04	0.14	0.14		0.06	0.19	0.19					
Crit Moves:		****			****				****					****						