APPENDIX C
FORECAST NEAR-TERM CONDITIONS
HCM LOS ANALYSIS SHEETS

Weekday AM Peak Hour

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.3
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	31	14	21				25	25	23				49	907	48				31	1069	21			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	1				0	0	0				0	110	2				6	59	0			
Initial Fut:	31	14	22				25	25	23				49	1017	50				37	1128	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:	31	14	22				25	25	23				49	1017	50				37	1128	21			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	31	14	22				25	25	23				49	1017	50				37	1128	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.:	31	14	22				25	25	23				49	1017	50				37	1128	21			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	0.40	0.60				1.00	1.00	1.00				1.00	2.00	1.00				1.00	1.96	0.04			
Final Sat.:	1700	721	1079				1700	1800	1800				1700	3600	1800				1700	3535	65			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.02	0.02				0.01	0.01	0.01				0.03	0.28	0.03				0.02	0.32	0.32			
Crit Moves:		****																		****				
Green/Cycle:	0.06	0.06	0.06				0.06	0.06	0.06				0.90	0.90	0.90				0.90	0.90	0.90			
Volume/Cap:	0.32	0.35	0.35				0.26	0.24	0.22				0.03	0.31	0.03				0.02	0.35	0.35			
Delay/Veh:	47.3	47.5	47.5				46.6	46.4	46.2				0.5	0.7	0.5				0.5	0.8	0.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	47.3	47.5	47.5				46.6	46.4	46.2				0.5	0.7	0.5				0.5	0.8	0.8			
LOS by Move:	D	D	D				D	D	D				A	A	A				A	A	A			
HCM2kAvgQ:	1	2	2				1	1	1				0	2	0				0	3	3			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.6
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	0		2	0	0	0	1		1	0	3	0	0		0	0	2	1	0	
Volume Module: >> Count Date: 10 May 2005 << 0845-0945																								
Base Vol:	0	0	0				15	0	22				8	1105	0				0	1590	40			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	0	0	0				15	0	23				8	1138	0				0	1638	41			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	50	0				0	54	0			
Initial Fut:	0	0	0				15	0	23				8	1188	0				0	1692	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:	0	0	0				15	0	23				8	1188	0				0	1692	41			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				15	0	23				8	1188	0				0	1692	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.:	0	0	0				15	0	23				8	1188	0				0	1692	41			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	0.00	0.00	0.00				2.00	0.00	1.00				1.00	3.00	0.00				0.00	2.93	0.07			
Final Sat.:	0	0	0				3200	0	1800				1700	5400	0				0	5272	128			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.00	0.00	0.01				0.00	0.22	0.00				0.00	0.32	0.32			
Crit Moves:									****				****							****				
Green/Cycle:	0.00	0.00	0.00				0.03	0.00	0.03				0.01	0.91	0.00				0.00	0.89	0.89			
Volume/Cap:	0.00	0.00	0.00				0.14	0.00	0.36				0.36	0.24	0.00				0.00	0.36	0.36			
Delay/Veh:	0.0	0.0	0.0				47.4	0.0	50.7				58.3	0.6	0.0				0.0	0.9	0.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0				47.4	0.0	50.7				58.3	0.6	0.0				0.0	0.9	0.9			
LOS by Move:	A	A	A				D	A	D				E	A	A				A	A	A			
HCM2kAvgQ:	0	0	0				0	0	1				1	2	0				0	3	3			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module: >> Count Date: 5 Apr 2005 << 0730-0830																								
Base Vol:	147		0		55		0		0		0		0	1256		105			48	1053			0	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03	1.03		1.03			1.03	1.03			1.03	
Initial Bse:	151		0		57		0		0		0		0	1294		108			49	1085			0	
Added Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
APPRVD PROJ:	0		0		0		0		0		0		0	5		0			0	2			0	
Initial Fut:	151		0		57		0		0		0		0	1299		108			49	1087			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:	151		0		57		0		0		0		0	1299		108			49	1087			0	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Reduced Vol:	151		0		57		0		0		0		0	1299		108			49	1087			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.:	151		0		57		0		0		0		0	1299		108			49	1087			0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900	1900		1900			1900	1900			1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89	0.95		0.95			0.89	0.95			0.95	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00	2.00		1.00			1.00	2.00			0.00	
Final Sat.:	1700		0		1800		0		0		0		0	3600		1800			1700	3600			0	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.00		0.03		0.00		0.00		0.00		0.00	0.36		0.06			0.03	0.30			0.00	
Crit Moves:	****													****										
Green/Cycle:	0.19		0.00		0.19		0.00		0.00		0.00		0.00	0.77		0.77			0.77	0.77			0.77	
Volume/Cap:	0.47		0.00		0.17		0.00		0.00		0.00		0.00	0.47		0.08			0.04	0.39			0.00	
Delay/Veh:	37.1		0.0		34.1		0.0		0.0		0.0		0.0	4.3		2.8			2.7	3.9			0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			1.00	
AdjDel/Veh:	37.1		0.0		34.1		0.0		0.0		0.0		0.0	4.3		2.8			2.7	3.9			0.0	
LOS by Move:	D		A		C		A		A		A		A	A		A			A	A			A	
HCM2kAvgQ:	5		0		2		0		0		0		0	8		1			0	6			0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.6
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:	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03	1.03		1.03			1.03	1.03			1.03	
Initial Bse:	21		9		19		96		2		13		11	1792		6			5	2617			102	
Added Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
APPRVD PROJ:	0		0		0		0		0		0		0	50		0			0	54			0	
Initial Fut:	21		9		19		96		2		13		11	1842		6			5	2671			102	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			1.00	
PHF Adj:	1.00		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		9		19		96		2		13		11	1842		6			5	2671			102	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Reduced Vol:	21		9		19		96		2		13		11	1842		6			5	2671			102	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			1.00	
MLF Adj:	1.00		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		9		19		96		2		13		11	1842		6			5	2671			102	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900	1900		1900			1900	1900			1900	
Adjustment:	0.95		0.95		0.95		0.92		0.95		0.95		0.89	0.95		0.95			0.89	0.95			0.95	
Lanes:	0.69		0.31		1.00		1.96		0.04		1.00		1.00	2.99		0.01			1.00	2.89			0.11	
Final Sat.:	1241		559		1800		3426		74		1800		1700	5382		18			1700	5201			199	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.01		0.03		0.03		0.01		0.01	0.34		0.34			0.00	0.51			0.51	
Crit Moves:			****						****											****				
Green/Cycle:	0.03		0.03		0.03		0.05		0.05		0.05		0.86	0.86		0.86			0.86	0.86			0.86	
Volume/Cap:	0.59		0.59		0.37		0.59		0.59		0.16		0.01	0.40		0.40			0.00	0.59			0.59	
Delay/Veh:	65.7		65.7		52.3		52.4		52.4		46.6		0.9	1.4		1.4			0.9	2.1			2.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			1.00	
AdjDel/Veh:	65.7		65.7		52.3		52.4		52.4		46.6		0.9	1.4		1.4			0.9	2.1			2.1	
LOS by Move:	E		E		D		D		D		D		A	A		A			A	A			A	
HCM2kAvgQ:	2		2		1		3		3		1		0	4		4			0	9			9	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	23		11		46		59		32		83		38		1157		23		50		1086		63	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		10		0		13		16		199		0		0		234		13	
Initial Fut:	23		11		46		69		32		96		54		1356		23		50		1320		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:	23		11		46		69		32		96		54		1356		23		50		1320		76	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	23		11		46		69		32		96		54		1356		23		50		1320		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.:	23		11		46		69		32		96		54		1356		23		50		1320		76	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		1.00		1.00		0.70		0.32		0.98		1.00		3.00		1.00		1.00		2.84		0.16	
Final Sat.:	1700		1800		1800		1255		583		1762		1700		5400		1800		1700		5107		293	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.03		0.05		0.05		0.05		0.03		0.25		0.01		0.03		0.26		0.26	
Crit Moves:									****				****								****			
Green/Cycle:	0.15		0.15		0.15		0.15		0.15		0.15		0.09		0.71		0.71		0.08		0.70		0.70	
Volume/Cap:	0.09		0.04		0.17		0.37		0.37		0.37		0.37		0.36		0.02		0.36		0.37		0.37	
Delay/Veh:	36.8		36.5		37.5		38.7		38.7		38.7		44.6		5.8		4.3		44.8		6.0		6.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	36.8		36.5		37.5		38.7		38.7		38.7		44.6		5.8		4.3		44.8		6.0		6.0	
LOS by Move:	D		D		D		D		D		D		D		A		A		D		A		A	
HCM2kAvgQ:	1		0		1		3		3		3		2		6		0		2		6		6	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830																								
Base Vol:	11		14		27		99		11		36		19		787		4		29		668		30	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	11		14		28		102		11		37		20		811		4		30		688		31	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		0		0		0		0		5		0		0		2		0	
Initial Fut:	11		14		28		102		11		37		20		816		4		30		690		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:	11		14		28		102		11		37		20		816		4		30		690		31	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	11		14		28		102		11		37		20		816		4		30		690		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.:	11		14		28		102		11		37		20		816		4		30		690		31	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.44		0.56		1.00		0.68		0.07		0.25		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	792		1008		1800		1221		136		444		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.02		0.08		0.08		0.08		0.01		0.23		0.00		0.02		0.19		0.02	
Crit Moves:									****						****									
Green/Cycle:	0.26		0.26		0.26		0.26		0.26		0.26		0.70		0.70		0.70		0.70		0.70		0.70	
Volume/Cap:	0.06		0.06		0.06		0.32		0.32		0.32		0.02		0.32		0.00		0.03		0.27		0.02	
Delay/Veh:	27.9		27.9		28.0		30.4		30.4		30.4		4.5		5.8		4.5		4.5		5.6		4.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	27.9		27.9		28.0		30.4		30.4		30.4		4.5		5.8		4.5		4.5		5.6		4.5	
LOS by Move:	C		C		C		C		C		C		A		A		A		A		A		A	
HCM2kAvgQ:	1		1		1		4		4		4		0		5		0		0		4		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.7
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:			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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	485		0		587		0		0		0		0		913		419		486		819		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	54		0		54		0		0		0		0		1		13		14		4		0	
Initial Fut:	539		0		641		0		0		0		0		914		432		500		823		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:	539		0		641		0		0		0		0		914		432		500		823		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	539		0		641		0		0		0		0		914		432		500		823		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.:	539		0		641		0		0		0		0		914		432		500		823		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.91		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.47		0.00		1.53		0.00		0.00		0.00		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	2534		0		2759		0		0		0		0		3600		1800		1700		3600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.21		0.00		0.23		0.00		0.00		0.00		0.00		0.25		0.24		0.29		0.23		0.00	
Crit Moves:	****														****				****					
Green/Cycle:	0.27		0.00		0.63		0.00		0.00		0.00		0.00		0.32		0.32		0.37		0.68		0.00	
Volume/Cap:	0.80		0.00		0.37		0.00		0.00		0.00		0.00		0.80		0.76		0.80		0.33		0.00	
Delay/Veh:	44.3		0.0		10.6		0.0		0.0		0.0		0.0		41.7		42.7		41.3		7.8		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	44.3		0.0		10.6		0.0		0.0		0.0		0.0		41.7		42.7		41.3		7.8		0.0	
LOS by Move:	D		A		B		A		A		A		A		D		D		D		A		A	
HCM2kAvgQ:	16		0		8		0		0		0		0		18		16		20		6		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	39		977		28		31		814		47		104		52		106		21		43		22	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		109		0		0		27		0		0		0		0		0		0		0	
Initial Fut:	39		1086		28		31		841		47		104		52		106		21		43		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:	39		1086		28		31		841		47		104		52		106		21		43		22	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	39		1086		28		31		841		47		104		52		106		21		43		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.:	39		1086		28		31		841		47		104		52		106		21		43		22	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		0.67		0.33		1.00		0.32		0.68		1.00	
Final Sat.:	1700		3600		1800		1700		3600		1800		1204		596		1800		581		1219		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.30		0.02		0.02		0.23		0.03		0.09		0.09		0.06		0.04		0.04		0.01	
Crit Moves:			****												****									
Green/Cycle:	0.75		0.75		0.75		0.75		0.75		0.75		0.21		0.21		0.21		0.21		0.21		0.21	
Volume/Cap:	0.03		0.40		0.02		0.02		0.31		0.04		0.40		0.40		0.28		0.17		0.17		0.06	
Delay/Veh:	3.3		4.7		3.3		3.3		4.3		3.3		34.5		34.5		33.2		32.2		32.2		31.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	3.3		4.7		3.3		3.3		4.3		3.3		34.5		34.5		33.2		32.2		32.2		31.3	
LOS by Move:	A		A		A		A		A		A		C		C		C		C		C		C	
HCM2kAvgQ:	0		6		0		0		5		0		5		5		3		2		2		1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec):	120		Critical Vol./Cap.(X):		0.865	
Loss Time (sec):	8	(Y+R=4.0 sec)	Average Delay (sec/veh):		42.3	
Optimal Cycle:	89		Level Of Service:		D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	139	757	169	218	672	175	222	789	104	112	365	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	109	0	0	27	0	0	1115	0	0	447	0
Initial Fut:	140	866	169	218	699	175	222	1904	104	112	812	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	866	169	218	699	175	222	1904	104	112	812	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	866	169	218	699	175	222	1904	104	112	812	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	866	169	218	699	175	222	1904	104	112	812	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	1.00	1.79	0.21
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5120	280	1700	3216	384
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.09	0.13	0.19	0.10	0.13	0.37	0.37	0.07	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.28	0.28	0.15	0.30	0.30	0.17	0.43	0.43	0.08	0.33	0.33
Volume/Cap:	0.65	0.86	0.34	0.86	0.65	0.32	0.76	0.86	0.86	0.86	0.76	0.76
Delay/Veh:	56.5	49.1	34.9	75.1	37.9	33.0	57.9	34.7	34.7	96.1	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	49.1	34.9	75.1	37.9	33.0	57.9	34.7	34.7	96.1	38.4	38.4
LOS by Move:	E	D	C	E	D	C	E	C	C	F	D	D
HCM2kAvgQ:	7	19	5	12	12	5	10	26	26	7	17	17

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec):	100		Critical Vol./Cap.(X):		0.342	
Loss Time (sec):	4	(Y+R=4.0 sec)	Average Delay (sec/veh):		6.7	
Optimal Cycle:	17		Level Of Service:		A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	0 1	0	1	0 1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	31	881	77	87	751	58	53	43	20	29	36	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	108	0	0	27	0	0	0	0	1	0	1
Initial Fut:	31	989	77	87	778	58	53	43	20	30	36	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:	31	989	77	87	778	58	53	43	20	30	36	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	989	77	87	778	58	53	43	20	30	36	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.:	31	989	77	87	778	58	53	43	20	30	36	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.45	1.00	0.45	0.55	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	987	813	1800	815	985	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.04	0.05	0.22	0.03	0.05	0.05	0.01	0.04	0.04	0.05
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.02	0.34	0.05	0.06	0.27	0.04	0.34	0.34	0.07	0.23	0.23	0.32
Delay/Veh:	2.0	2.7	2.0	2.0	2.5	2.0	38.4	38.4	36.1	37.4	37.4	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.0	2.7	2.0	2.0	2.5	2.0	38.4	38.4	36.1	37.4	37.4	38.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	1	1	3	0	3	3	1	2	2	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec):	100		Critical Vol./Cap.(X):		0.372	
Loss Time (sec):	4 (Y+R=4.0 sec)		Average Delay (sec/veh):		7.9	
Optimal Cycle:	18		Level Of Service:		A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 0730-0830												
Base Vol:	33	888	77	46	814	77	51	44	31	54	73	69
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	34	915	79	47	839	79	53	45	32	56	75	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	108	0	0	28	0	0	0	0	0	0	0
Initial Fut:	34	1023	79	47	867	79	53	45	32	56	75	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:	34	1023	79	47	867	79	53	45	32	56	75	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1023	79	47	867	79	53	45	32	56	75	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.:	34	1023	79	47	867	79	53	45	32	56	75	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.43	0.57	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	966	834	1800	765	1035	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.04	0.03	0.24	0.04	0.05	0.05	0.02	0.07	0.07	0.04
Crit Moves:		****									****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.03	0.37	0.06	0.04	0.31	0.06	0.28	0.28	0.09	0.37	0.37	0.20
Delay/Veh:	2.8	4.0	2.9	2.9	3.7	2.9	34.6	34.6	33.1	35.6	35.6	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	4.0	2.9	2.9	3.7	2.9	34.6	34.6	33.1	35.6	35.6	34.0
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	C
HCM2kAvgQ:	0	6	1	0	4	1	3	3	1	4	4	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec):	120		Critical Vol./Cap.(X):		0.713	
Loss Time (sec):	8 (Y+R=4.0 sec)		Average Delay (sec/veh):		39.0	
Optimal Cycle:	51		Level Of Service:		D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	195	744	225	142	735	102	120	1057	143	118	632	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	25	22	3	7	19	2	81	69	6	2	119	5
Initial Fut:	220	766	228	149	754	104	201	1126	149	120	751	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:	220	766	228	149	754	104	201	1126	149	120	751	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	766	228	149	754	104	201	1126	149	120	751	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.:	220	766	228	149	754	104	201	1126	149	120	751	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4768	632	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.13	0.09	0.21	0.06	0.12	0.24	0.24	0.07	0.21	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.34	0.34	0.14	0.29	0.29	0.17	0.35	0.35	0.11	0.29	0.29
Volume/Cap:	0.71	0.63	0.38	0.63	0.71	0.20	0.71	0.67	0.67	0.67	0.71	0.21
Delay/Veh:	53.8	34.7	30.6	54.3	40.2	31.9	55.7	33.9	33.9	61.1	40.3	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	34.7	30.6	54.3	40.2	31.9	55.7	33.9	33.9	61.1	40.3	32.2
LOS by Move:	D	C	C	D	D	C	E	C	C	E	D	C
HCM2kAvgQ:	10	13	7	7	14	3	9	15	15	6	14	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	0	1	1	0 2	0	1	0	1 0	0	1	0	1 0	0	1
Volume Module: >> Count Date: 22 Mar 2005 << 0730-0830																
Base Vol:	62	1011		41	61	818		42	44	54		32	46	36		68
Growth Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	64	1042		42	63	843		43	45	56		33	47	37		70
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	65		0	0	27		0	0	0		0	0	0		0
Initial Fut:	64	1107		42	63	870		43	45	56		33	47	37		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:	64	1107		42	63	870		43	45	56		33	47	37		70
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	64	1107		42	63	870		43	45	56		33	47	37		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.:	64	1107		42	63	870		43	45	56		33	47	37		70
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	0.45	0.55		1.00	0.56	0.44		1.00
Final Sat.:	1700	3600		1800	1700	3600		1800	808	992		1800	1010	790		1800
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31		0.02	0.04	0.24		0.02	0.06	0.06		0.02	0.05	0.05		0.04
Crit Moves:		****								****						
Green/Cycle:	0.81	0.81		0.81	0.81	0.81		0.81	0.15	0.15		0.15	0.15	0.15		0.15
Volume/Cap:	0.05	0.38		0.03	0.05	0.30		0.03	0.38	0.38		0.12	0.32	0.32		0.26
Delay/Veh:	1.9	2.6		1.8	1.9	2.4		1.8	39.3	39.3		37.2	38.8	38.8		38.3
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	1.9	2.6		1.8	1.9	2.4		1.8	39.3	39.3		37.2	38.8	38.8		38.3
LOS by Move:	A	A		A	A	A		A	D	D		D	D	D		D
HCM2kAvgQ:	0	5		0	0	4		0	3	3		1	3	3		2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0 2	0	1	1	0 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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	22	881		318	197	732		18	32	229		73	147	148		188
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	13		40	20	7		0	0	0		0	38	0		38
Initial Fut:	22	894		358	217	739		18	32	229		73	185	148		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:	22	894		358	217	739		18	32	229		73	185	148		226
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	22	894		358	217	739		18	32	229		73	185	148		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.:	22	894		358	217	739		18	32	229		73	185	148		226
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.84	0.95		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00
Final Sat.:	1700	3600		1800	1700	3600		1800	1700	1800		1800	3200	1800		1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25		0.20	0.13	0.21		0.01	0.02	0.13		0.04	0.06	0.08		0.13
Crit Moves:		****				****					****			****		
Green/Cycle:	0.04	0.41		0.41	0.21	0.58		0.58	0.04	0.21		0.21	0.10	0.26		0.26
Volume/Cap:	0.35	0.61		0.49	0.61	0.35		0.02	0.47	0.61		0.19	0.61	0.31		0.47
Delay/Veh:	50.6	24.1		22.4	38.9	11.2		8.9	52.2	38.8		32.9	47.0	29.9		31.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	50.6	24.1		22.4	38.9	11.2		8.9	52.2	38.8		32.9	47.0	29.9		31.7
LOS by Move:	D	C		C	D	B		A	D	D		C	D	C		C
HCM2kAvgQ:	1	12		9	8	6		0	2	8		2	4	4		6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 53.3
Optimal Cycle: 153 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 0730-0830												
Base Vol:	180	872	343	261	612	65	236	893	208	232	617	169
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	185	898	353	269	631	67	243	920	214	239	636	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	6	53	0	0	45	0	0	27	6	0	71	0
Initial Fut:	191	951	353	269	676	67	243	947	220	239	707	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	951	353	269	676	67	243	947	220	239	707	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	951	353	269	676	67	243	947	220	239	707	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	951	353	269	676	67	243	947	220	239	707	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2921	679	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.20	0.16	0.19	0.04	0.14	0.32	0.32	0.14	0.20	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.17	0.28	0.28	0.17	0.28	0.28	0.21	0.34	0.34	0.15	0.28	0.28
Volume/Cap:	0.68	0.95	0.71	0.95	0.68	0.13	0.69	0.95	0.95	0.95	0.69	0.34
Delay/Veh:	53.3	60.3	43.5	89.7	40.4	32.6	50.1	53.9	53.9	93.9	40.5	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	60.3	43.5	89.7	40.4	32.6	50.1	53.9	53.9	93.9	40.5	34.6
LOS by Move:	D	E	D	F	D	C	D	D	D	F	D	C
HCM2kAvgQ:	9	23	13	15	12	2	10	27	27	14	13	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	26	1032	20	25	917	23	37	27	88	29	6	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	59	0	0	51	0	0	0	0	0	0	0
Initial Fut:	26	1091	20	25	968	23	37	27	88	29	6	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:	26	1091	20	25	968	23	37	27	88	29	6	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1091	20	25	968	23	37	27	88	29	6	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.:	26	1091	20	25	968	23	37	27	88	29	6	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.82	0.18	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1045	755	1800	1482	318	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.01	0.01	0.27	0.01	0.04	0.04	0.05	0.02	0.02	0.02
Crit Moves:		****							****			
Green/Cycle:	0.83	0.83	0.83	0.83	0.83	0.83	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.02	0.37	0.01	0.02	0.33	0.02	0.27	0.27	0.37	0.15	0.15	0.13
Delay/Veh:	1.5	2.2	1.5	1.5	2.1	1.5	39.6	39.6	40.5	38.6	38.6	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.5	2.2	1.5	1.5	2.1	1.5	39.6	39.6	40.5	38.6	38.6	38.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	0	0	4	0	2	2	3	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.8
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						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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	0	820	473		454	593	0		0	0	0		422	0	295									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	53	0		6	45	0		0	0	0		0	0	6									
Initial Fut:	0	873	473		460	638	0		0	0	0		422	0	301									
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
PHF Volume:	0	873	473		460	638	0		0	0	0		422	0	301									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	0	873	473		460	638	0		0	0	0		422	0	301									
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
Final Vol.:	0	873	473		460	638	0		0	0	0		422	0	301									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95									
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.59	0.00	1.41									
Final Sat.:	0	3600	1800		1700	3600	0		0	0	0		2775	0	2534									
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.24	0.26		0.27	0.18	0.00		0.00	0.00	0.00		0.15	0.00	0.12									
Crit Moves:			****		****								****											
Green/Cycle:	0.00	0.36	0.36		0.37	0.73	0.00		0.00	0.00	0.00		0.21	0.00	0.21									
Volume/Cap:	0.00	0.67	0.73		0.73	0.24	0.00		0.00	0.00	0.00		0.73	0.00	0.57									
Delay/Veh:	0.0	28.4	32.0		31.4	4.4	0.0		0.0	0.0	0.0		39.7	0.0	36.1									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	0.0	28.4	32.0		31.4	4.4	0.0		0.0	0.0	0.0		39.7	0.0	36.1									
LOS by Move:	A	C	C		C	A	A		A	A	A		D	A	D									
HCM2kAvgQ:	0	13	14		15	3	0		0	0	0		10	0	7									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	49	398	3		6	398	541		832	25	165		6	58	22									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	53	0		0	45	0		0	0	0		0	0	0									
Initial Fut:	49	451	3		6	443	541		832	25	165		6	58	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:	49	451	3		6	443	541		832	25	165		6	58	22									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	49	451	3		6	443	541		832	25	165		6	58	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.:	49	451	3		6	443	541		832	25	165		6	58	22									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95		0.89	0.95	0.95									
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.94	0.06	1.00		1.00	1.00	1.00									
Final Sat.:	1700	3600	1800		1700	3600	1800		3399	101	1800		1700	1800	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.13	0.00		0.00	0.12	0.30		0.24	0.24	0.09		0.00	0.03	0.01									
Crit Moves:							****			****				****										
Green/Cycle:	0.49	0.49	0.49		0.49	0.49	0.49		0.40	0.40	0.40		0.05	0.05	0.05									
Volume/Cap:	0.06	0.26	0.00		0.01	0.25	0.61		0.61	0.61	0.23		0.07	0.61	0.23									
Delay/Veh:	13.5	15.0	13.1		13.1	15.0	20.0		24.8	24.8	20.1		45.4	57.9	46.7									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	13.5	15.0	13.1		13.1	15.0	20.0		24.8	24.8	20.1		45.4	57.9	46.7									
LOS by Move:	B	B	B		B	B	B		C	C	C		D	E	D									
HCM2kAvgQ:	1	4	0		0	4	13		12	12	3		0	3	1									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec):	100			Critical Vol./Cap.(X):			0.727						
Loss Time (sec):	10 (Y+R=4.0 sec)			Average Delay (sec/veh):			29.4						
Optimal Cycle:	58			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	213	177	144	254	120	208	72	1123	30	82	1209	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	23	0	22	26	28	0	0	27	27
Initial Fut:	213	177	144	277	120	230	98	1151	30	82	1236	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:	213	177	144	277	120	230	98	1151	30	82	1236	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	177	144	277	120	230	98	1151	30	82	1236	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.:	213	177	144	277	120	230	98	1151	30	82	1236	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.10	0.90	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1985	1615	3200	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.09	0.07	0.13	0.06	0.32	0.02	0.05	0.34	0.06
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.18	0.18	0.18	0.08	0.48	0.48	0.07	0.47	0.47
Volume/Cap:	0.73	0.52	0.52	0.49	0.38	0.73	0.73	0.67	0.03	0.67	0.73	0.12
Delay/Veh:	47.9	38.4	38.4	37.7	36.6	47.1	62.9	21.0	13.8	58.3	22.8	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	38.4	38.4	37.7	36.6	47.1	62.9	21.0	13.8	58.3	22.8	14.9
LOS by Move:	D	D	D	D	D	D	E	C	B	E	C	B
HCM2kAvgQ:	8	5	5	5	4	9	5	15	1	4	17	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec):	100			Critical Vol./Cap.(X):			0.587						
Loss Time (sec):	4 (Y+R=4.0 sec)			Average Delay (sec/veh):			8.2						
Optimal Cycle:	27			Level Of Service:			A						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	94	107	24	25	59	57	116	1372	26	35	1290	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	1	0	0	250	0	1	267	3
Initial Fut:	94	110	24	25	60	57	116	1622	26	36	1557	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:	94	110	24	25	60	57	116	1622	26	36	1557	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	110	24	25	60	57	116	1622	26	36	1557	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.:	94	110	24	25	60	57	116	1622	26	36	1557	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.46	0.54	1.00	0.29	0.71	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	828	972	1800	527	1273	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.01	0.05	0.05	0.03	0.07	0.45	0.01	0.02	0.43	0.00
Crit Moves:		****						****				
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.59	0.59	0.07	0.24	0.24	0.16	0.09	0.59	0.02	0.03	0.56	0.01
Delay/Veh:	39.4	39.4	33.1	34.5	34.5	33.9	2.9	5.3	2.8	2.8	5.0	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	39.4	33.1	34.5	34.5	33.9	2.9	5.3	2.8	2.8	5.0	2.7
LOS by Move:	D	D	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	7	7	1	2	2	2	1	11	0	0	11	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.0
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	120	130		79			38	109		46			48	1230		43			63	1281		37		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	1	1		0			1	3		1			0	108		0			0	59		0		
Initial Fut:	121	131		79			39	112		47			48	1338		43			63	1340		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:	121	131		79			39	112		47			48	1338		43			63	1340		37		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	121	131		79			39	112		47			48	1338		43			63	1340		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.:	121	131		79			39	112		47			48	1338		43			63	1340		37		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.48	0.52		1.00			0.26	0.74		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	863	937		1800			465	1335		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.14		0.04			0.08	0.08		0.03			0.03	0.37		0.02			0.04	0.37		0.02		
Crit Moves:		****																		****				
Green/Cycle:	0.26	0.26		0.26			0.26	0.26		0.26			0.70	0.70		0.70			0.70	0.70		0.70		
Volume/Cap:	0.53	0.53		0.17			0.32	0.32		0.10			0.04	0.53		0.03			0.05	0.53		0.03		
Delay/Veh:	32.8	32.8		28.7			30.1	30.1		28.1			4.7	7.5		4.7			4.8	7.5		4.7		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	32.8	32.8		28.7			30.1	30.1		28.1			4.7	7.5		4.7			4.8	7.5		4.7		
LOS by Move:	C	C		C			C	C		C			A	A		A			A	A		A		
HCM2kAvgQ:	7	7		2			4	4		1			1	11		0			1	11		0		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.1
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:	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	227	402		168			45	361		193			120	1365		126			206	1805		34		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	0	0		0			0	3		0			0	29		0			0	67		0		
Initial Fut:	227	402		168			45	364		193			120	1394		126			206	1872		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:	227	402		168			45	364		193			120	1394		126			206	1872		34		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	227	402		168			45	364		193			120	1394		126			206	1872		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.:	227	402		168			45	364		193			120	1394		126			206	1872		34		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	2.75		0.25			1.00	2.95		0.05		
Final Sat.:	1700	1800		1800			1700	1800		1800			1700	4953		447			1700	5304		96		
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.22		0.09			0.03	0.20		0.11			0.07	0.28		0.28			0.12	0.35		0.35		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.17	0.37		0.53			0.04	0.25		0.34			0.09	0.37		0.37			0.16	0.44		0.44		
Volume/Cap:	0.81	0.60		0.18			0.60	0.81		0.32			0.81	0.77		0.77			0.77	0.81		0.81		
Delay/Veh:	55.9	27.0		12.3			59.8	45.5		24.9			71.7	29.8		29.8			52.9	26.6		26.6		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	55.9	27.0		12.3			59.8	45.5		24.9			71.7	29.8		29.8			52.9	26.6		26.6		
LOS by Move:	E	C		B			E	D		C			E	C		C			D	C		C		
HCM2kAvgQ:	10	11		3			3	13		5			6	16		16			9	20		20		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1760	1500	1583	1583		1500	1583		1744	1500	1583
Flt Permitted		0.98	1.00	0.72	1.00		1.00	0.44		0.77	1.00	0.49
Satd. Flow (perm)		1733	1500	1200	1583		1500	729		1354	1500	814
Volume (vph)	3	54	25	237	138	303	19	96	68	220	196	19
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	237	138	303	19	96	68	220	196	19
RTOR Reduction (vph)	0	0	17	0	0	0	13	0	0	0	127	0
Lane Group Flow (vph)	0	57	8	237	441	0	6	96	0	288	69	19
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)		29.8	29.8	29.8	29.8		29.8	34.5		34.5	34.5	34.5
Effective Green, g (s)		27.8	27.8	27.8	27.8		27.8	32.5		32.5	32.5	32.5
Actuated g/C Ratio		0.30	0.30	0.30	0.30		0.30	0.35		0.35	0.35	0.35
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)		525	455	364	480		455	258		480	532	288
v/s Ratio Prot												
v/s Ratio Perm		0.03	0.01	0.20	c0.28		0.00	0.13		c0.21	0.05	0.02
v/c Ratio		0.11	0.02	0.65	0.92		0.01	0.37		0.60	0.13	0.07
Uniform Delay, d1		23.0	22.4	27.7	30.9		22.3	22.0		24.3	20.0	19.6
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	4.1	22.5		0.0	4.1		5.5	0.5	0.4
Delay (s)		23.1	22.4	31.9	53.3		22.4	26.1		29.7	20.5	20.0
Level of Service		C	C	C	D		C	C		C	C	C
Approach Delay (s)		22.9			45.2					26.0		
Approach LOS		C			D					C		

Intersection Summary

HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	91.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
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)	298	14	3	6	155	45
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	298	14	3	6	155	45
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	312	0	1	0	206	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.5		34.5		15.4	
Effective Green, g (s)	32.5		32.5		13.4	
Actuated g/C Ratio	0.35		0.35		0.15	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	590		505		241	
v/s Ratio Prot	0.19				c0.12	
v/s Ratio Perm			0.00			
v/c Ratio	0.53		0.00		0.85	
Uniform Delay, d1	23.5		19.1		38.2	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	3.4		0.0		24.3	
Delay (s)	26.9		19.1		62.5	
Level of Service	C		B		E	
Approach Delay (s)	26.4				62.5	
Approach LOS	C				E	

Intersection Summary

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.9
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	8	684	20				41	613	9				10	8	8				10	5	23			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	3	0				0	0	0				0	0	0			
Initial Fut:	8	684	20				41	616	9				10	8	8				10	5	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:	8	684	20				41	616	9				10	8	8				10	5	23			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	8	684	20				41	616	9				10	8	8				10	5	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.:	8	684	20				41	616	9				10	8	8				10	5	23			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				0.56	0.44	1.00				0.67	0.33	1.00			
Final Sat.:	1700	1800	1800				1700	1800	1800				1000	800	1800				1200	600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.38	0.01				0.02	0.34	0.01				0.01	0.01	0.00				0.01	0.01	0.01			
Crit Moves:		****												****										
Green/Cycle:	0.93	0.93	0.93				0.93	0.93	0.93				0.03	0.03	0.03				0.03	0.03	0.03			
Volume/Cap:	0.01	0.41	0.01				0.03	0.37	0.01				0.41	0.41	0.18				0.34	0.34	0.50			
Delay/Veh:	0.2	0.5	0.2				0.2	0.5	0.2				53.8	53.8	49.6				52.3	52.3	56.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.2	0.5	0.2				0.2	0.5	0.2				53.8	53.8	49.6				52.3	52.3	56.4			
LOS by Move:	A	A	A				A	A	A				D	D	D				D	D	E			
HCM2kAvgQ:	0	3	0				0	2	0				1	1	0				1	1	1			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
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	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	74	621	20				36	565	103				96	121	86				60	336	89			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	3	0				0	0	0				0	0	0			
Initial Fut:	74	621	20				36	568	103				96	121	86				60	336	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:	74	621	20				36	568	103				96	121	86				60	336	89			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	74	621	20				36	568	103				96	121	86				60	336	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.:	74	621	20				36	568	103				96	121	86				60	336	89			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				0.44	0.56	1.00				0.15	0.85	1.00			
Final Sat.:	1700	1800	1800				1700	1800	1800				797	1003	1800				272	1528	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.35	0.01				0.02	0.32	0.06				0.12	0.12	0.05				0.22	0.22	0.05			
Crit Moves:		****																		****				
Green/Cycle:	0.59	0.59	0.59				0.59	0.59	0.59				0.37	0.37	0.37				0.37	0.37	0.37			
Volume/Cap:	0.07	0.59	0.02				0.04	0.54	0.10				0.32	0.32	0.13				0.59	0.59	0.13			
Delay/Veh:	9.0	13.9	8.7				8.7	13.0	9.1				22.6	22.6	20.7				26.5	26.5	20.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	9.0	13.9	8.7				8.7	13.0	9.1				22.6	22.6	20.7				26.5	26.5	20.7			
LOS by Move:	A	B	A				A	B	A				C	C	C				C	C	C			
HCM2kAvgQ:	1	13	0				1	11	1				5	5	2				11	11	2			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	77	146	45				54	161	10				46	943	29				32	947	75			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				2	0	1				0	110	0				0	58	1			
Initial Fut:	77	146	45				56	161	11				46	1053	29				32	1005	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:	77	146	45				56	161	11				46	1053	29				32	1005	76			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	77	146	45				56	161	11				46	1053	29				32	1005	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.:	77	146	45				56	161	11				46	1053	29				32	1005	76			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.04	0.03				0.03	0.04	0.01				0.03	0.29	0.02				0.02	0.28	0.04			
Crit Moves:	****							****						****										
Green/Cycle:	0.11	0.12	0.12				0.10	0.11	0.11				0.72	0.72	0.72				0.72	0.72	0.72			
Volume/Cap:	0.41	0.33	0.21				0.33	0.41	0.06				0.04	0.41	0.02				0.03	0.39	0.06			
Delay/Veh:	42.8	40.6	39.9				43.2	42.2	40.0				4.1	5.7	4.0				4.0	5.6	4.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	42.8	40.6	39.9				43.2	42.2	40.0				4.1	5.7	4.0				4.0	5.6	4.2			
LOS by Move:	D	D	D				D	D	D				A	A	A				A	A	A			
HCM2kAvgQ:	3	2	1				2	3	0				0	7	0				0	6	1			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	65	416	110				63	242	128				105	1367	39				89	1747	74			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				26	0	7				3	27	0				0	60	10			
Initial Fut:	65	416	110				89	242	135				108	1394	39				89	1807	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:	65	416	110				89	242	135				108	1394	39				89	1807	84			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	65	416	110				89	242	135				108	1394	39				89	1807	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.:	65	416	110				89	242	135				108	1394	39				89	1807	84			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.92	0.08				1.00	2.87	0.13			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	5252	147				1700	5160	240			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.23	0.06				0.05	0.13	0.07				0.06	0.27	0.27				0.05	0.35	0.35			
Crit Moves:		****												****						****				
Green/Cycle:	0.34	0.34	0.34				0.34	0.34	0.34				0.09	0.50	0.50				0.10	0.51	0.51			
Volume/Cap:	0.11	0.69	0.18				0.16	0.40	0.22				0.62	0.53	0.53				0.53	0.69	0.69			
Delay/Veh:	22.9	31.9	23.6				23.3	25.8	23.9				55.9	16.9	16.9				45.9	19.2	19.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	22.9	31.9	23.6				23.3	25.8	23.9				55.9	16.9	16.9				45.9	19.2	19.2			
LOS by Move:	C	C	C				C	C	C				E	B	B				D	B	B			
HCM2kAvgQ:	2	13	3				2	6	3				5	11	11				4	16	16			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	89	639	76				25	341	91				185	1406	65				86	1030	77			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	252	0				0	265	0			
Initial Fut:	89	639	76				25	341	91				185	1658	65				86	1295	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:	89	639	76				25	341	91				185	1658	65				86	1295	77			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	89	639	76				25	341	91				185	1658	65				86	1295	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.:	89	639	76				25	341	91				185	1658	65				86	1295	77			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	1.92	0.08				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	3464	136				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.18	0.04				0.01	0.09	0.05				0.11	0.48	0.48				0.05	0.36	0.04			
Crit Moves:		****												****						****				
Green/Cycle:	0.24	0.24	0.24				0.24	0.24	0.24				0.16	0.64	0.64				0.07	0.54	0.54			
Volume/Cap:	0.22	0.75	0.18				0.06	0.40	0.21				0.67	0.75	0.75				0.75	0.67	0.08			
Delay/Veh:	31.1	39.3	30.7				29.7	32.5	31.0				45.3	14.1	14.1				69.9	17.4	11.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	31.1	39.3	30.7				29.7	32.5	31.0				45.3	14.1	14.1				69.9	17.4	11.1			
LOS by Move:	C	D	C				C	C	C				D	B	B				E	B	B			
HCM2kAvgQ:	2	11	2				1	5	2				7	20	20				5	16	1			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 30.4
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	116	287	149				94	171	93				161	745	23				200	795	201			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	53	0				0	49	0			
Initial Fut:	116	287	149				94	171	93				161	798	23				200	844	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:	116	287	149				94	171	93				161	798	23				200	844	201			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	116	287	149				94	171	93				161	798	23				200	844	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.:	116	287	149				94	171	93				161	798	23				200	844	201			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.00	1.00				1.00	1.62	0.38			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	3600	1800				1700	2908	692			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.16	0.08				0.06	0.10	0.05				0.09	0.22	0.01				0.12	0.29	0.29			
Crit Moves:		****					****							****						****				
Green/Cycle:	0.14	0.24	0.24				0.08	0.19	0.33				0.14	0.38	0.38				0.20	0.44	0.44			
Volume/Cap:	0.51	0.67	0.35				0.67	0.51	0.16				0.67	0.59	0.03				0.59	0.67	0.67			
Delay/Veh:	42.0	38.3	32.0				56.1	37.7	23.8				47.6	25.6	19.6				38.9	23.5	23.5			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	42.0	38.3	32.0				56.1	37.7	23.8				47.6	25.6	19.6				38.9	23.5	23.5			
LOS by Move:	D	D	C				E	D	C				D	C	B				D	C	C			
HCM2kAvgQ:	4	9	4				4	5	2				6	11	0				7	14	14			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 10 May 2005 << 0730-0830																								
Base Vol:	14		0		3		81		0		96		0		810		1		0		467		41	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	14		0		3		83		0		99		0		835		1		0		481		42	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	14		0		3		83		0		99		0		835		1		0		481		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:	14		0		3		83		0		99		0		835		1		0		481		42	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	14		0		3		83		0		99		0		835		1		0		481		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.:	14		0		3		83		0		99		0		835		1		0		481		42	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.82		0.00		0.18		1.00		0.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1482		0		318		1800		0		1800		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.00		0.01		0.05		0.00		0.05		0.00		0.23		0.00		0.00		0.13		0.02	
Crit Moves:							****								****									
Green/Cycle:	0.16		0.00		0.16		0.16		0.00		0.16		0.00		0.80		0.80		0.00		0.80		0.80	
Volume/Cap:	0.06		0.00		0.06		0.29		0.00		0.34		0.00		0.29		0.00		0.00		0.17		0.03	
Delay/Veh:	35.7		0.0		35.7		37.6		0.0		38.0		0.0		2.7		2.0		0.0		2.3		2.1	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	35.7		0.0		35.7		37.6		0.0		38.0		0.0		2.7		2.0		0.0		2.3		2.1	
LOS by Move:	D		A		D		D		A		D		A		A		A		A		A		A	
HCM2kAvgQ:	1		0		1		3		0		3		0		4		0		0		2		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 7 Apr 2005 << 0730-0830																								
Base Vol:	28		67		15		68		41		69		74		873		15		8		1142		96	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	29		69		15		70		42		71		76		899		15		8		1177		99	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		0		0		0		0		2		0		0		0		0	
Initial Fut:	29		69		15		70		42		71		76		901		15		8		1177		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:	29		69		15		70		42		71		76		901		15		8		1177		99	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	29		69		15		70		42		71		76		901		15		8		1177		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.:	29		69		15		70		42		71		76		901		15		8		1177		99	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.29		0.71		1.00		0.62		0.38		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	531		1269		1800		1123		677		1800		1700		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.05		0.05		0.01		0.06		0.06		0.04		0.04		0.25		0.01		0.00		0.33		0.05	
Crit Moves:									****				****								****			
Green/Cycle:	0.14		0.14		0.14		0.14		0.14		0.14		0.10		0.79		0.79		0.02		0.71		0.71	
Volume/Cap:	0.40		0.40		0.06		0.46		0.46		0.29		0.46		0.32		0.01		0.32		0.46		0.08	
Delay/Veh:	40.6		40.6		37.8		41.3		41.3		39.6		44.7		3.0		2.2		55.6		6.5		4.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	40.6		40.6		37.8		41.3		41.3		39.6		44.7		3.0		2.2		55.6		6.5		4.5	
LOS by Move:	D		D		D		D		D		D		D		A		A		E		A		A	
HCM2kAvgQ:	3		3		0		4		4		2		3		4		0		1		8		1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03	1.03		1.03			1.03	1.03			1.03	
Initial Bse:	24		2		34		33		12		20		7	1410		19			10	1277			16	
Added Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
APPRVD PROJ:	0		0		0		0		0		0		0	250		0			0	267			0	
Initial Fut:	24		2		34		33		12		20		7	1660		19			10	1544			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:	24		2		34		33		12		20		7	1660		19			10	1544			16	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Reduced Vol:	24		2		34		33		12		20		7	1660		19			10	1544			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.:	24		2		34		33		12		20		7	1660		19			10	1544			16	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900	1900		1900			1900	1900			1900	
Adjustment:	0.95		0.95		0.95		0.95		0.95		0.95		0.89	0.95		0.95			0.89	0.95			0.95	
Lanes:	0.92		0.08		1.00		0.73		0.27		1.00		1.00	2.00		1.00			1.00	2.00			1.00	
Final Sat.:	1656		144		1800		1309		491		1800		1700	3600		1800			1700	3600			1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.02		0.03		0.03		0.01		0.00	0.46		0.01			0.01	0.43			0.01	
Crit Moves:									****					****										
Green/Cycle:	0.05		0.05		0.05		0.05		0.05		0.05		0.91	0.91		0.91			0.91	0.91			0.91	
Volume/Cap:	0.29		0.29		0.38		0.51		0.51		0.22		0.00	0.51		0.01			0.01	0.47			0.01	
Delay/Veh:	47.6		47.6		48.7		51.0		51.0		46.9		0.4	0.9		0.4			0.4	0.8			0.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00			1.00	
AdjDel/Veh:	47.6		47.6		48.7		51.0		51.0		46.9		0.4	0.9		0.4			0.4	0.8			0.4	
LOS by Move:	D		D		D		D		D		D		A	A		A			A	A			A	
HCM2kAvgQ:	1		1		2		2		2		1		0	5		0			0	4			0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.8
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	162		1052		147		157		904		222		176		620		86		195		808		129	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		278		0		0		187		0		0		5		0		0		2		0	
Initial Fut:	162		1330		147		157		1091		222		176		625		86		195		810		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:	162		1330		147		157		1091		222		176		625		86		195		810		129	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	162		1330		147		157		1091		222		176		625		86		195		810		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.:	162		1330		147		157		1091		222		176		625		86		195		810		129	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.59		0.41	
Final Sat.:	1700		3600		1800		1700		3600		1800		1700		3600		1800		1700		4659		741	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.37		0.08		0.09		0.30		0.12		0.10		0.17		0.05		0.11		0.17		0.17	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.14		0.46		0.46		0.11		0.44		0.44		0.13		0.22		0.22		0.14		0.22		0.22	
Volume/Cap:	0.69		0.80		0.18		0.80		0.69		0.28		0.77		0.80		0.22		0.80		0.77		0.77	
Delay/Veh:	58.0		30.7		19.2		72.7		28.6		21.9		65.3		50.7		39.0		67.2		46.8		46.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	58.0		30.7		19.2		72.7		28.6		21.9		65.3		50.7		39.0		67.2		46.8		46.8	
LOS by Move:	E		C		B		E		C		C		E		D		D		E		D		D	
HCM2kAvgQ:	8		24		3		8		18		5		9		14		3		10		13		13	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.8
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	16	1375	80	49	958	43	57	58	25	142	53	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	278	0	0	187	0	0	0	0	0	0	0
Initial Fut:	16	1653	80	49	1145	43	57	58	25	142	53	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:	16	1653	80	49	1145	43	57	58	25	142	53	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1653	80	49	1145	43	57	58	25	142	53	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.:	16	1653	80	49	1145	43	57	58	25	142	53	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.41	0.41	0.18	0.73	0.27	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	733	747	320	1314	486	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.04	0.03	0.32	0.02	0.08	0.08	0.08	0.11	0.11	0.06
Crit Moves:		****									****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.01	0.59	0.06	0.04	0.41	0.03	0.42	0.42	0.42	0.59	0.59	0.35
Delay/Veh:	2.5	4.9	2.6	2.6	3.7	2.6	37.0	37.0	37.0	40.3	40.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.5	4.9	2.6	2.6	3.7	2.6	37.0	37.0	37.0	40.3	40.3	36.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	1	0	6	0	4	4	4	7	7	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.6
Optimal Cycle: 109 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	167	1123	268	181	1175	69	116	882	115	322	957	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	278	0	0	187	0	0	2	0	0	0	0
Initial Fut:	167	1401	268	181	1362	69	116	884	115	322	957	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:	167	1401	268	181	1362	69	116	884	115	322	957	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1401	268	181	1362	69	116	884	115	322	957	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.:	167	1401	268	181	1362	69	116	884	115	322	957	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5139	261	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.15	0.11	0.26	0.26	0.07	0.25	0.06	0.10	0.27	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.43	0.43	0.12	0.40	0.40	0.08	0.27	0.27	0.11	0.31	0.31
Volume/Cap:	0.66	0.90	0.35	0.90	0.66	0.66	0.87	0.90	0.24	0.90	0.87	0.25
Delay/Veh:	54.6	39.5	23.1	89.8	30.1	30.1	96.6	53.5	34.2	77.7	47.2	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	39.5	23.1	89.8	30.1	30.1	96.6	53.5	34.2	77.7	47.2	31.6
LOS by Move:	D	D	C	F	C	C	F	D	C	E	D	C
HCM2kAvgQ:	8	29	7	11	16	16	7	20	3	10	20	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	108	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 << 0730-0830												
Base Vol:	45	943	524	8	1163	198	184	342	176	634	596	251
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	46	972	540	8	1198	204	190	352	181	653	614	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	267	49	0	187	0	0	0	0	91	0	11
Initial Fut:	46	1239	589	8	1385	204	190	352	181	744	614	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1239	589	8	1385	204	190	352	181	744	614	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1239	589	8	1385	204	190	352	181	744	614	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1239	589	8	1385	204	190	352	181	744	614	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.32	0.68	1.40	1.11	0.49
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2377	1223	2422	1998	877
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.33	0.00	0.38	0.11	0.11	0.15	0.15	0.31	0.31	0.31
Crit Moves:					****			****			****	
Green/Cycle:	0.43	0.43	0.77	0.43	0.43	0.43	0.16	0.16	0.16	0.34	0.34	0.34
Volume/Cap:	0.06	0.81	0.43	0.01	0.90	0.27	0.68	0.90	0.90	0.90	0.90	0.90
Delay/Veh:	20.3	33.2	5.0	19.8	39.6	22.4	53.6	65.9	65.9	44.2	44.2	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	33.2	5.0	19.8	39.6	22.4	53.6	65.9	65.9	44.2	44.2	44.2
LOS by Move:	C	C	A	B	D	C	D	E	E	D	D	D
HCM2kAvgQ:	1	23	8	0	28	5	8	14	14	24	24	24

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.000
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.8
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	189	1332	248	106	1895	408	400	1204	112	191	863	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	463	75	22	364	0	44	56	0	68	32	24
Initial Fut:	189	1795	323	128	2259	408	444	1260	112	259	895	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:	189	1795	323	128	2259	408	444	1260	112	259	895	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1795	323	128	2259	408	444	1260	112	259	895	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.:	189	1795	323	128	2259	408	444	1260	112	259	895	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.75	0.25	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	4958	442	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.18	0.08	0.42	0.23	0.14	0.25	0.25	0.08	0.25	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.43	0.52	0.10	0.42	0.56	0.14	0.29	0.29	0.09	0.25	0.25
Volume/Cap:	1.00	0.77	0.34	0.77	1.00	0.41	1.00	0.86	0.86	0.86	1.00	0.13
Delay/Veh:	118.9	30.7	16.7	72.3	53.8	15.5	94.4	45.3	45.3	75.8	75.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.9	30.7	16.7	72.3	53.8	15.5	94.4	45.3	45.3	75.8	75.1	35.1
LOS by Move:	F	C	B	E	D	B	F	D	D	E	E	D
HCM2kAvgQ:	12	21	7	7	36	9	15	20	20	8	23	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.057
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 58.7
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				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	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	1	1720	470		86	1733	3		4	0	7		230	0	65	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	129	0		0	72	0		0	1031	0		0	742	0	
Initial Fut:	1	1849	470		86	1805	3		4	1031	7		230	742	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:	1	1849	470		86	1805	3		4	1031	7		230	742	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	1849	470		86	1805	3		4	1031	7		230	742	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.:	1	1849	470		86	1805	3		4	1031	7		230	742	65	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.39	0.61		1.00	2.99	0.01		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	4306	1094		1700	5391	9		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.43		0.05	0.33	0.33		0.00	0.29	0.00		0.14	0.21	0.04	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.00	0.41	0.41		0.05	0.45	0.45		0.27	0.27	0.27		0.20	0.20	0.20	
Volume/Cap:	0.74	1.06	1.06		1.06	0.74	0.74		0.01	1.06	0.01		0.69	1.06	0.18	
Delay/Veh:	499.9	65.9	65.9		164.0	23.7	23.7		26.6	81.4	26.7		39.0	86.1	33.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	499.9	65.9	65.9		164.0	23.7	23.7		26.6	81.4	26.7		39.0	86.1	33.9	
LOS by Move:	F	E	E		F	C	C		C	F	C		D	F	C	
HCM2kAvgQ:	0	36	36		6	17	17		0	25	0		9	19	2	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				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
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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	2082	87		118	1969	0		0	0	0		22	0	18	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	129	0		0	72	0		0	0	0		0	0	0	
Initial Fut:	0	2211	87		118	2041	0		0	0	0		22	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	2211	87		118	2041	0		0	0	0		22	0	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2211	87		118	2041	0		0	0	0		22	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	2211	87		118	2041	0		0	0	0		22	0	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.89	0.11		1.00	3.00	0.00		0.00	0.00	0.00		1.00	1.00	1.00	
Final Sat.:	0	5197	203		1700	5400	0		0	0	0		1700	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.43		0.07	0.38	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Moves:		****												****		
Green/Cycle:	0.00	0.93	0.93		0.93	0.93	0.00		0.00	0.00	0.00		0.03	0.00	0.03	
Volume/Cap:	0.00	0.46	0.46		0.07	0.41	0.00		0.00	0.00	0.00		0.46	0.00	0.35	
Delay/Veh:	0.0	0.5	0.5		0.3	0.4	0.0		0.0	0.0	0.0		54.7	0.0	51.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.5	0.5		0.3	0.4	0.0		0.0	0.0	0.0		54.7	0.0	51.9	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	3	3		0	3	0		0	0	0		1	0	1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652		
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.7		
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	180	1926	12	5	1499	499	282	12	112	18	10	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	8	109	0	0	65	7	20	0	22	0	0	0
Initial Fut:	188	2035	12	5	1564	506	302	12	134	18	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:	188	2035	12	5	1564	506	302	12	134	18	10	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	2035	12	5	1564	506	302	12	134	18	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.:	188	2035	12	5	1564	506	302	12	134	18	10	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.27	0.73	1.92	0.08	1.00	0.63	0.37	1.00
Final Sat.:	1700	5400	1800	1700	4081	1319	3362	138	1800	1133	667	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.01	0.00	0.38	0.38	0.09	0.09	0.07	0.02	0.02	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.75	0.75	0.01	0.59	0.59	0.14	0.14	0.14	0.02	0.02	0.02
Volume/Cap:	0.65	0.50	0.01	0.50	0.65	0.65	0.65	0.65	0.54	0.65	0.65	0.19
Delay/Veh:	43.9	5.0	3.1	83.3	14.2	14.2	44.0	44.0	42.6	78.9	78.9	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	5.0	3.1	83.3	14.2	14.2	44.0	44.0	42.6	78.9	78.9	50.1
LOS by Move:	D	A	A	F	B	B	D	D	D	E	E	D
HCM2kAvgQ:	7	9	0	1	15	15	6	6	5	2	2	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.881		
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.3		
Optimal Cycle:	97	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	197	1841	219	115	1304	169	256	945	117	151	1040	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	313	49	201	180	96	23	9	0	39	12	207
Initial Fut:	197	2154	268	316	1484	265	279	954	117	190	1052	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2154	268	316	1484	265	279	954	117	190	1052	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2154	268	316	1484	265	279	954	117	190	1052	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2154	268	316	1484	265	279	954	117	190	1052	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.15	0.10	0.27	0.15	0.09	0.26	0.07	0.06	0.19	0.17
Crit Moves:		****			****				****		****	
Green/Cycle:	0.10	0.45	0.45	0.11	0.46	0.46	0.11	0.30	0.30	0.07	0.25	0.25
Volume/Cap:	0.60	0.88	0.33	0.88	0.60	0.32	0.77	0.88	0.22	0.88	0.77	0.68
Delay/Veh:	54.3	34.0	21.4	73.9	24.4	20.6	61.0	48.5	31.6	86.9	44.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	34.0	21.4	73.9	24.4	20.6	61.0	48.5	31.6	86.9	44.0	44.3
LOS by Move:	D	C	C	E	C	C	E	D	C	F	D	D
HCM2kAvgQ:	5	28	7	10	14	6	8	21	3	7	14	12

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	53	2177	32	23	1502	31	27	14	67	35	45	27
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	55	2243	33	24	1548	32	28	14	69	36	46	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	260	0	16	186	17	51	0	0	0	0	51
Initial Fut:	55	2503	33	40	1734	49	79	14	69	36	46	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:	55	2503	33	40	1734	49	79	14	69	36	46	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	2503	33	40	1734	49	79	14	69	36	46	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.:	55	2503	33	40	1734	49	79	14	69	36	46	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.92	0.08	0.85	0.15	1.00	0.44	0.56	1.00
Final Sat.:	1700	5330	70	1700	5252	148	1522	278	1800	787	1012	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.02	0.33	0.33	0.05	0.05	0.04	0.05	0.05	0.04
Crit Moves:		****						****				
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.04	0.54	0.54	0.03	0.38	0.38	0.54	0.54	0.40	0.48	0.48	0.46
Delay/Veh:	1.0	1.9	1.9	0.9	1.4	1.4	46.7	46.7	44.1	45.0	45.0	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.0	1.9	1.9	0.9	1.4	1.4	46.7	46.7	44.1	45.0	45.0	44.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	8	8	0	4	4	4	4	3	3	3	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	126	2005	105	112	1380	76	141	1024	47	99	1170	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	54	260	48	0	187	1	0	60	37	16	45	0
Initial Fut:	180	2265	153	112	1567	77	141	1084	84	115	1215	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:	180	2265	153	112	1567	77	141	1084	84	115	1215	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	2265	153	112	1567	77	141	1084	84	115	1215	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.:	180	2265	153	112	1567	77	141	1084	84	115	1215	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.78	0.22	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5146	254	3200	5010	390	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.09	0.04	0.30	0.30	0.04	0.22	0.22	0.04	0.34	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.47	0.47	0.04	0.43	0.43	0.05	0.37	0.37	0.06	0.38	0.38
Volume/Cap:	0.71	0.90	0.18	0.90	0.71	0.71	0.90	0.59	0.59	0.59	0.90	0.13
Delay/Veh:	63.0	33.9	18.7	107.3	29.2	29.2	99.6	31.3	31.3	59.7	43.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	33.9	18.7	107.3	29.2	29.2	99.6	31.3	31.3	59.7	43.3	24.6
LOS by Move:	E	C	B	F	C	C	F	C	C	E	D	C
HCM2kAvgQ:	5	30	3	5	18	18	5	12	12	3	26	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
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:	0	0	2	1	0		1	0	3	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module:	>> Count Date: 12 Apr 2005 << 0800-0900																							
Base Vol:	0	1995		34		34	1478		0		0		0		0		0		56		0		28	
Growth Adj:	1.03	1.03		1.03		1.03	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	0	2055		35		35	1523		0		0		0		0		0		58		0		29	
Added Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0	262		5		26	213		0		0		0		0		0		21		0		100	
Initial Fut:	0	2317		40		61	1736		0		0		0		0		0		79		0		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		1.00	
PHF Adj:	1.00	1.00		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	2317		40		61	1736		0		0		0		0		0		79		0		129	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Reduced Vol:	0	2317		40		61	1736		0		0		0		0		0		79		0		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		1.00	
MLF Adj:	1.00	1.00		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	2317		40		61	1736		0		0		0		0		0		79		0		129	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00	2.95		0.05		1.00	3.00		0.00		0.00		0.00		0.00		0.00		1.00		0.00		1.00	
Final Sat.:	0	5308		92		1700	5400		0		0		0		0		0		1700		0		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.44		0.44		0.04	0.32		0.00		0.00		0.00		0.00		0.00		0.05		0.00		0.07	
Crit Moves:		****				****																		****
Green/Cycle:	0.00	0.75		0.75		0.06	0.82		0.00		0.00		0.00		0.00		0.00		0.12		0.00		0.12	
Volume/Cap:	0.00	0.58		0.58		0.58	0.39		0.00		0.00		0.00		0.00		0.00		0.37		0.00		0.58	
Delay/Veh:	0.0	5.6		5.6		53.4	2.5		0.0		0.0		0.0		0.0		0.0		41.4		0.0		45.1	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0	5.6		5.6		53.4	2.5		0.0		0.0		0.0		0.0		0.0		41.4		0.0		45.1	
LOS by Move:	A	A		A		D	A		A		A		A		A		A		D		A		D	
HCM2kAvgQ:	0	11		11		3	5		0		0		0		0		0		3		0		5	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
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	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		0	
Growth Adj:	1.03	1.03		1.03		1.03	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	73	1898		0		0	1508		45		266		0		155		0		0		0		0	
Added Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0	268		0		0	234		0		0		0		0		0		0		0		0	
Initial Fut:	73	2166		0		0	1742		45		266		0		155		0		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		1.00	
PHF Adj:	1.00	1.00		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	2166		0		0	1742		45		266		0		155		0		0		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Reduced Vol:	73	2166		0		0	1742		45		266		0		155		0		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		1.00	
MLF Adj:	1.00	1.00		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	2166		0		0	1742		45		266		0		155		0		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.92		0.95		0.95		0.89		0.95		0.95		0.95	
Lanes:	1.00	3.00		0.00		0.00	2.92		0.08		1.64		0.00		1.36		0.00		0.00		0.00		0.00	
Final Sat.:	1700	5400		0		0	5263		137		2864		0		2449		0		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.40		0.00		0.00	0.33		0.33		0.09		0.00		0.06		0.00		0.00		0.00		0.00	
Crit Moves:		****				****					****													
Green/Cycle:	0.09	0.76		0.00		0.00	0.68		0.68		0.18		0.00		0.18		0.00		0.00		0.00		0.00	
Volume/Cap:	0.49	0.53		0.00		0.00	0.49		0.49		0.53		0.00		0.36		0.00		0.00		0.00		0.00	
Delay/Veh:	46.0	4.8		0.0		0.0	8.0		8.0		38.0		0.0		36.4		0.0		0.0		0.0		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	46.0	4.8		0.0		0.0	8.0		8.0		38.0		0.0		36.4		0.0		0.0		0.0		0.0	
LOS by Move:	D	A		A		A	A		A		D		A		D		A		A		A		A	
HCM2kAvgQ:	3	9		0		0	9		9		5		0		3		0		0		0		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	42	2111	33				58	1401	168				33	0	14				9	0	13			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	268	0				0	234	0				0	0	0				0	0	0			
Initial Fut:	42	2379	33				58	1635	168				33	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:	42	2379	33				58	1635	168				33	0	14				9	0	13			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	42	2379	33				58	1635	168				33	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.:	42	2379	33				58	1635	168				33	0	14				9	0	13			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	3.00	1.00				1.00	3.00	1.00				1.00	0.00	1.00				0.41	0.00	0.59			
Final Sat.:	1700	5400	1800				1700	5400	1800				1700	0	1800				736	0	1064			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.44	0.02				0.03	0.30	0.09				0.02	0.00	0.01				0.01	0.00	0.01			
Crit Moves:		****											****											
Green/Cycle:	0.92	0.92	0.92				0.92	0.92	0.92				0.04	0.00	0.04				0.04	0.00	0.04			
Volume/Cap:	0.03	0.48	0.02				0.04	0.33	0.10				0.46	0.00	0.20				0.31	0.00	0.31			
Delay/Veh:	0.3	0.7	0.3				0.3	0.5	0.4				51.5	0.0	47.7				49.1	0.0	49.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.3	0.7	0.3				0.3	0.5	0.4				51.5	0.0	47.7				49.1	0.0	49.1			
LOS by Move:	A	A	A				A	A	A				D	A	D				D	A	D			
HCM2kAvgQ:	0	4	0				0	2	1				2	0	1				1	0	1			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	258	1443	423				195	1152	241				393	936	207				713	1331	225			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	268	0				0	234	0				0	29	0				0	67	0			
Initial Fut:	258	1711	423				195	1386	241				393	965	207				713	1398	225			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	258	1711	423				195	1386	241				393	965	207				713	1398	225			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	258	1711	423				195	1386	241				393	965	207				713	1398	225			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	258	1711	423				195	1386	241				393	965	207				713	1398	225			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	4.00	1.00				2.00	3.00	1.00				2.00	3.00	1.00				2.00	4.00	1.00			
Final Sat.:	3200	7200	1800				3200	5400	1800				3200	5400	1800				3200	7200	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.24	0.24				0.06	0.26	0.13				0.12	0.18	0.12				0.22	0.19	0.12			
Crit Moves:	****							****						****					****					
Green/Cycle:	0.10	0.34	0.34				0.09	0.32	0.32				0.20	0.23	0.23				0.28	0.31	0.31			
Volume/Cap:	0.79	0.70	0.69				0.70	0.79	0.41				0.62	0.79	0.51				0.79	0.62	0.40			
Delay/Veh:	65.0	35.3	37.7				61.0	39.4	32.1				46.1	47.4	41.7				44.7	35.9	33.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	65.0	35.3	37.7				61.0	39.4	32.1				46.1	47.4	41.7				44.7	35.9	33.0			
LOS by Move:	E	D	D				E	D	C				D	D	D				D	D	C			
HCM2kAvgQ:	8	15	15				6	18	7				9	14	7				16	12	7			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	140	1735	19				34	1885	31				59	146	176				101	319	65			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	268	0				0	234	0				0	0	0				0	0	0			
Initial Fut:	140	2003	19				34	2119	31				59	146	176				101	319	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:	140	2003	19				34	2119	31				59	146	176				101	319	65			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	140	2003	19				34	2119	31				59	146	176				101	319	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.:	140	2003	19				34	2119	31				59	146	176				101	319	65			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.97	0.03				1.00	2.96	0.04				1.00	1.00	1.00				1.00	0.83	0.17			
Final Sat.:	1700	5350	50				1700	5322	78				1700	1800	1800				1700	1496	304			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.37	0.37				0.02	0.40	0.40				0.03	0.08	0.10				0.06	0.21	0.21			
Crit Moves:	****							****												****				
Green/Cycle:	0.11	0.62	0.62				0.03	0.54	0.54				0.29	0.29	0.29				0.29	0.29	0.29			
Volume/Cap:	0.74	0.61	0.61				0.61	0.74	0.74				0.12	0.28	0.34				0.21	0.74	0.74			
Delay/Veh:	57.2	12.0	12.0				65.2	18.7	18.7				26.3	27.8	28.4				27.1	37.7	37.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	57.2	12.0	12.0				65.2	18.7	18.7				26.3	27.8	28.4				27.1	37.7	37.7			
LOS by Move:	E		B		B		E		B		B		C		C		C		C		D		D	
HCM2kAvgQ:	6		14		14		2		19		19		1		4		5		3		13		13	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	53	1791	18				23	1677	359				75	0	36				126	87	83			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	268	0				0	234	0				0	0	0				0	0	0			
Initial Fut:	53	2059	18				23	1911	359				75	0	36				126	87	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:	53	2059	18				23	1911	359				75	0	36				126	87	83			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	53	2059	18				23	1911	359				75	0	36				126	87	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.:	53	2059	18				23	1911	359				75	0	36				126	87	83			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.97	0.03				1.00	3.00	1.00				2.00	0.00	1.00				0.59	0.41	1.00			
Final Sat.:	1700	5354	46				1700	5400	1800				3200	0	1800				1066	734	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.38	0.38				0.01	0.35	0.20				0.02	0.00	0.02				0.12	0.12	0.05			
Crit Moves:		****												****						****				
Green/Cycle:	0.69	0.69	0.69				0.69	0.69	0.69				0.04	0.00	0.04				0.21	0.21	0.21			
Volume/Cap:	0.04	0.56	0.56				0.02	0.52	0.29				0.56	0.00	0.48				0.56	0.56	0.22			
Delay/Veh:	5.1	8.1	8.1				5.0	7.7	6.2				52.2	0.0	51.5				37.2	37.2	33.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	5.1	8.1	8.1				5.0	7.7	6.2				52.2	0.0	51.5				37.2	37.2	33.0			
LOS by Move:	A		A		A		A		A		A		D		A		D		D		D		C	
HCM2kAvgQ:	1		12		12		0		10		5		2		0		2		7		7		2	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.8
Optimal Cycle: 133 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Ovl						Ovl						Ovl			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	2	0	1		2	0	2	0	1	
Volume Module: >> Count Date: 21 Apr 2005 << 0800-0900																								
Base Vol:	89	1202	277				194	1197	294				359	632	18				460	1241	274			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	92	1238	285				200	1233	303				370	651	19				474	1279	282			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	4	257	1				3	225	8				7	7	4				2	7	4			
Initial Fut:	96	1495	286				203	1458	311				377	658	23				476	1286	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:	96	1495	286				203	1458	311				377	658	23				476	1286	286			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	96	1495	286				203	1458	311				377	658	23				476	1286	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.:	96	1495	286				203	1458	311				377	658	23				476	1286	286			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.00	1.00				1.00	3.00	1.00				2.00	2.00	1.00				2.00	2.00	1.00			
Final Sat.:	1700	5400	1800				1700	5400	1800				3200	3600	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.28	0.16				0.12	0.27	0.17				0.12	0.18	0.01				0.15	0.36	0.16			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.07	0.30	0.52				0.13	0.35	0.48				0.13	0.28	0.35				0.23	0.38	0.51			
Volume/Cap:	0.77	0.93	0.30				0.93	0.77	0.36				0.93	0.65	0.04				0.65	0.93	0.31			
Delay/Veh:	79.3	51.5	16.3				94.6	36.6	20.1				80.5	39.5	25.4				44.1	47.3	17.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	79.3	51.5	16.3				94.6	36.6	20.1				80.5	39.5	25.4				44.1	47.3	17.3			
LOS by Move:	E		D		B		F		D		C		F		D		C		D		D		B	
HCM2kAvgQ:	6		23		6		12		18		7		12		12		1		10		28		6	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	25	1488	0				0	1304	259				145	0	45				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	262	0				0	229	0				0	0	0				0	0	0			
Initial Fut:	25	1750	0				0	1533	259				145	0	45				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:	25	1750	0				0	1533	259				145	0	45				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	25	1750	0				0	1533	259				145	0	45				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.:	25	1750	0				0	1533	259				145	0	45				0	0	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.91	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	3.00	0.00				0.00	3.00	1.00				1.62	0.00	0.38				0.00	0.00	0.00			
Final Sat.:	1700	5400	0				0	5400	1800				2817	0	676				0	0	0			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.32	0.00				0.00	0.28	0.14				0.05	0.00	0.07				0.00	0.00	0.00			
Crit Moves:		****													****									
Green/Cycle:	0.80	0.80	0.00				0.00	0.80	0.80				0.16	0.00	0.16				0.00	0.00	0.00			
Volume/Cap:	0.02	0.41	0.00				0.00	0.36	0.18				0.31	0.00	0.41				0.00	0.00	0.00			
Delay/Veh:	2.1	3.2	0.0				0.0	3.0	2.5				37.1	0.0	38.0				0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	2.1	3.2	0.0				0.0	3.0	2.5				37.1	0.0	38.0				0.0	0.0	0.0			
LOS by Move:	A		A		A		A		A		A		D		A		D		A		A		A	
HCM2kAvgQ:	0		6		0		0		5		2		3		0		4		0		0		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	298	1379	22				38	976	222				87	22	144				26	33	56			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	262	0				0	229	0				0	0	0				0	0	0			
Initial Fut:	298	1641	22				38	1205	222				87	22	144				26	33	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:	298	1641	22				38	1205	222				87	22	144				26	33	56			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	298	1641	22				38	1205	222				87	22	144				26	33	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.:	298	1641	22				38	1205	222				87	22	144				26	33	56			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.89	0.95	0.95				0.91	0.95	0.95				0.89	0.95	0.95			
Lanes:	2.00	2.96	0.04				1.00	3.00	1.00				1.61	0.39	1.00				1.00	1.00	1.00			
Final Sat.:	3200	5330	70				1700	5400	1800				2799	700	1800				1700	1800	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.31	0.31				0.02	0.22	0.12				0.03	0.03	0.08				0.02	0.02	0.03			
Crit Moves:		****						****							****						****			
Green/Cycle:	0.21	0.65	0.65				0.05	0.49	0.49				0.17	0.17	0.17				0.07	0.07	0.07			
Volume/Cap:	0.45	0.47	0.47				0.47	0.45	0.25				0.18	0.18	0.47				0.23	0.28	0.47			
Delay/Veh:	42.2	10.7	10.7				60.0	20.0	17.7				42.9	42.9	46.1				53.7	54.1	57.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	42.2	10.7	10.7				60.0	20.0	17.7				42.9	42.9	46.1				53.7	54.1	57.1			
LOS by Move:	D	B	B				E	B	B				D	D	D				D	D	E			
HCM2kAvgQ:	6	11	11				2	10	5				2	2	5				1	1	3			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	26	1564	16				53	987	149				156	31	20				16	24	41			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	262	0				0	229	0				0	0	0				0	0	0			
Initial Fut:	26	1826	16				53	1216	149				156	31	20				16	24	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:	26	1826	16				53	1216	149				156	31	20				16	24	41			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	26	1826	16				53	1216	149				156	31	20				16	24	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.:	26	1826	16				53	1216	149				156	31	20				16	24	41			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.91	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.97	0.03				1.00	2.67	0.33				1.61	0.24	0.15				1.00	1.00	1.00			
Final Sat.:	1700	5352	48				1700	4809	591				2801	424	268				1700	1800	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.34	0.34				0.03	0.25	0.25				0.06	0.07	0.07				0.01	0.01	0.02			
Crit Moves:		****						****							****						****			
Green/Cycle:	0.04	0.67	0.67				0.06	0.69	0.69				0.14	0.14	0.14				0.05	0.05	0.05			
Volume/Cap:	0.37	0.51	0.51				0.51	0.37	0.37				0.39	0.51	0.51				0.22	0.29	0.51			
Delay/Veh:	49.9	8.3	8.3				49.7	6.5	6.5				39.3	40.6	40.6				47.5	48.2	51.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	49.9	8.3	8.3				49.7	6.5	6.5				39.3	40.6	40.6				47.5	48.2	51.9			
LOS by Move:	D	A	A				D	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	1	10	10				2	6	6				3	5	5				1	1	2			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 59.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	2	1	0	2	0	1	1	0	2	0	2	1	0
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900																				
Base Vol:	68	1091	640	175	748	100	201	1071	36	544	1427	398								
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	70	1124	659	180	771	103	207	1103	37	560	1470	410								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
APPRVD PROJ:	20	245	21	3	217	9	6	33	19	24	41	11								
Initial Fut:	90	1369	680	183	988	112	213	1136	56	584	1511	421								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	1369	680	183	988	112	213	1136	56	584	1511	421								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	90	1369	680	183	988	112	213	1136	56	584	1511	421								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	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	1369	680	183	988	112	213	1136	56	584	1511	421								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95								
Lanes:	1.00	3.00	1.00	1.00	2.69	0.31	2.00	1.91	0.09	2.00	2.35	0.65								
Final Sat.:	1700	5400	1800	1700	4850	550	3200	3431	169	3200	4223	1177								
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.25	0.38	0.11	0.20	0.20	0.07	0.33	0.33	0.18	0.36	0.36								
Crit Moves:			****	****				****		****										
Green/Cycle:	0.09	0.35	0.35	0.10	0.36	0.36	0.08	0.31	0.31	0.17	0.40	0.40								
Volume/Cap:	0.57	0.72	1.07	1.07	0.57	0.57	0.88	1.07	1.07	1.07	0.88	0.88								
Delay/Veh:	56.7	35.0	95.1	142.9	31.3	31.3	84.7	89.6	89.6	108.7	37.9	37.9								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	56.7	35.0	95.1	142.9	31.3	31.3	84.7	89.6	89.6	108.7	37.9	37.9								
LOS by Move:	E		D	F		F	C		C	F		F	F		F	D		D		
HCM2kAvgQ:	4		16	37		13	12		12	7		33	33		20	26		26		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	0	1608	14	58	1008	0	0	0	0	99	0	178								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
APPRVD PROJ:	0	287	0	0	261	0	0	0	0	0	0	0								
Initial Fut:	0	1895	14	58	1269	0	0	0	0	99	0	178								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	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	1895	14	58	1269	0	0	0	0	99	0	178								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	1895	14	58	1269	0	0	0	0	99	0	178								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	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	1895	14	58	1269	0	0	0	0	99	0	178								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95								
Lanes:	0.00	2.98	0.02	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00								
Final Sat.:	0	5359	41	1700	5400	0	0	0	0	1700	0	1800								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.35	0.35	0.03	0.23	0.00	0.00	0.00	0.00	0.06	0.00	0.10								
Crit Moves:		****										****								
Green/Cycle:	0.00	0.75	0.75	0.75	0.75	0.00	0.00	0.00	0.00	0.21	0.00	0.21								
Volume/Cap:	0.00	0.47	0.47	0.05	0.31	0.00	0.00	0.00	0.00	0.28	0.00	0.47								
Delay/Veh:	0.0	4.9	4.9	3.2	4.1	0.0	0.0	0.0	0.0	33.6	0.0	35.6								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	4.9	4.9	3.2	4.1	0.0	0.0	0.0	0.0	33.6	0.0	35.6								
LOS by Move:	A		A	A		A	A		A	A		A	C		A	D				
HCM2kAvgQ:	0		8	8		1	5		0	0		0	3		0	5				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module: >> Count Date: 18 May 2005 << 0745-0845												
Base Vol:	144	1192	77	182	746	142	190	172	82	29	174	216
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	148	1228	79	188	769	146	196	177	84	30	179	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	222	0	0	196	65	65	0	0	0	0	0
Initial Fut:	148	1450	79	188	965	211	261	177	84	30	179	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1450	79	188	965	211	261	177	84	30	179	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1450	79	188	965	211	261	177	84	30	179	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	1450	79	188	965	211	261	177	84	30	179	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.46	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5120	280	1700	4430	970	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.11	0.22	0.22	0.15	0.10	0.05	0.02	0.10	0.12
Crit Moves:		****			****			****				
Green/Cycle:	0.19	0.49	0.49	0.19	0.48	0.48	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.45	0.58	0.58	0.58	0.45	0.45	0.58	0.37	0.18	0.07	0.38	0.47
Delay/Veh:	36.6	18.7	18.7	39.6	17.2	17.2	34.0	30.6	28.6	27.7	30.6	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	18.7	18.7	39.6	17.2	17.2	34.0	30.6	28.6	27.7	30.6	31.7
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	12	12	7	8	8	8	5	2	1	5	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	1	7	11	5	4	0	1017	14	21	922	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	34	0	0	0	0	34	16	117	16	0	126	0
Initial Fut:	55	1	7	11	5	38	16	1134	30	21	1048	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:	55	1	7	11	5	38	16	1134	30	21	1048	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1	7	11	5	38	16	1134	30	21	1048	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.:	55	1	7	11	5	38	16	1134	30	21	1048	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.01	0.00	0.02	0.01	0.21	0.02	0.01	0.19	0.01
Crit Moves:	****					****		****			****	
Green/Cycle:	0.11	0.07	0.07	0.11	0.07	0.07	0.03	0.72	0.72	0.02	0.70	0.70
Volume/Cap:	0.29	0.01	0.06	0.06	0.02	0.29	0.28	0.29	0.02	0.29	0.28	0.02
Delay/Veh:	41.8	43.4	43.8	39.7	43.1	45.2	49.7	5.1	4.1	50.5	5.5	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	43.4	43.8	39.7	43.1	45.2	49.7	5.1	4.1	50.5	5.5	4.4
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	0	0	0	0	1	1	4	0	1	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0			0		0	0			0		0	0			0		0	0			0	
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	3	0	1		1	0	3	0	1	
Volume Module: >> Count Date: 24 Mar 2005 << 0745-0845																								
Base Vol:	57	0	28				4	0	10				5	951	65				90	827	5			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	59	0	29				4	0	10				5	980	67				93	852	5			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	1	0				2	1	0				0	117	0				0	127	3			
Initial Fut:	59	1	29				6	1	10				5	1097	67				93	979	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:	59	1	29				6	1	10				5	1097	67				93	979	8			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	59	1	29				6	1	10				5	1097	67				93	979	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.:	59	1	29				6	1	10				5	1097	67				93	979	8			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	3.00	1.00				1.00	3.00	1.00			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	5400	1800				1700	5400	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.00	0.02				0.00	0.00	0.01				0.00	0.20	0.04				0.05	0.18	0.00			
Crit Moves:	****													****										
Green/Cycle:	0.14	0.14	0.14				0.14	0.14	0.14				0.82	0.82	0.82				0.82	0.82	0.82			
Volume/Cap:	0.25	0.00	0.11				0.03	0.00	0.04				0.00	0.25	0.05				0.07	0.22	0.01			
Delay/Veh:	38.9	37.0	37.8				37.2	37.0	37.3				1.6	2.1	1.7				1.7	2.0	1.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	38.9	37.0	37.8				37.2	37.0	37.3				1.6	2.1	1.7				1.7	2.0	1.6			
LOS by Move:	D	D	D				D	D	D				A	A	A				A	A	A			
HCM2kAvgQ:	2	0	1				0	0	0				0	3	0				1	2	0			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	0	0	0				28	0	55				127	1610	0				0	1594	90			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	31	0				0	76	1			
Initial Fut:	0	0	0				28	0	55				127	1641	0				0	1670	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:	0	0	0				28	0	55				127	1641	0				0	1670	91			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				28	0	55				127	1641	0				0	1670	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.:	0	0	0				28	0	55				127	1641	0				0	1670	91			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	0.00	0.00	0.00				2.00	0.00	1.00				1.00	3.00	0.00				0.00	3.00	1.00			
Final Sat.:	0	0	0				3200	0	1800				1700	5400	0				0	5400	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.01	0.00	0.03				0.07	0.30	0.00				0.00	0.31	0.05			
Crit Moves:									****					****						****				
Green/Cycle:	0.00	0.00	0.00				0.04	0.00	0.04				0.44	0.44	0.00				0.00	0.45	0.50			
Volume/Cap:	0.00	0.00	0.00				0.20	0.00	0.68				0.17	0.68	0.00				0.00	0.68	0.10			
Delay/Veh:	0.0	0.0	0.0				46.7	0.0	69.0				16.8	23.0	0.0				0.0	22.6	13.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0				46.7	0.0	69.0				16.8	23.0	0.0				0.0	22.6	13.4			
LOS by Move:	A	A	A				D	A	E				B	C	A				A	C	B			
HCM2kAvgQ:	0	0	0				1	0	3				3	15	0				0	15	2			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[24.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Ignore				
Lanes:	1	1	1	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 23 Mar 2005 << 0745-0845																				
Base Vol:	4	0	4	13	4	47	173	613	14		17	202	65							
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03							
Initial Bse:	4	0	4	13	4	48	178	632	14		18	208	67							
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
APPRVD PROJ:	0	0	0	0	0	0	0	61	0		0	75	0							
Initial Fut:	4	0	4	13	4	48	178	693	14		18	283	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	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	48	178	693	14		18	283	0							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Final Vol.:	4	0	4	13	4	48	178	693	14		18	283	0							
Critical Gap Module:																				
Critical Gp:	7.5	xxxx	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	3.5	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	1228	xxxx	346	1021	1382	142	283	xxxx	xxxxx		707	xxxx	xxxxx							
Potent Cap.:	137	xxxx	656	193	145	887	1291	xxxx	xxxxx		901	xxxx	xxxxx							
Move Cap.:	111	xxxx	656	169	123	887	1291	xxxx	xxxxx		901	xxxx	xxxxx							
Volume/Cap:	0.04	xxxx	0.01	0.08	0.03	0.05	0.14	xxxx	xxxx		0.02	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	0.3	0.1	0.2	0.5	xxxx	xxxxx		0.1	xxxx	xxxxx							
Control Del:	38.1	xxxx	xxxxx	28.1	35.3	9.3	8.2	xxxx	xxxxx		9.1	xxxx	xxxxx							
LOS by Move:	E	*	*	D	E	A	A	*	*		A	*	*							
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	111	xxxx	656	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	0.1	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	38.1	xxxx	10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	E	*	B	*	*	*	*	*	*		*	*	*							
ApproachDel:	24.3			14.7			xxxxxx				xxxxxx									
ApproachLOS:	C			B			*				*									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03		1.03	1.03			1.03		1.03	1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	19		10	107			12		9	21			12	1194		13			60	1614		39		
Added Vol:	0		0	0			0		0	0			0	0		0			0	0		0		
APPRVD PROJ:	0		0	0			0		0	0			0	50		0			0	54		0		
Initial Fut:	19		10	107			12		9	21			12	1244		13			60	1668		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:	19		10	107			12		9	21			12	1244		13			60	1668		39		
Reduct Vol:	0		0	0			0		0	0			0	0		0			0	0		0		
Reduced Vol:	19		10	107			12		9	21			12	1244		13			60	1668		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.:	19		10	107			12		9	21			12	1244		13			60	1668		39		
Saturation Flow Module:																								
Sat/Lane:	1900		1900	1900			1900		1900	1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95		0.95	0.95			0.89		0.95	0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.64		0.36	1.00			1.00		1.00	1.00			1.00	2.97		0.03			1.00	2.93		0.07		
Final Sat.:	1157		643	1800			1700		1800	1800			1700	5342		58			1700	5276		124		
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02	0.06			0.01		0.01	0.01			0.01	0.23		0.23			0.04	0.32		0.32		
Crit Moves:				****									****							****				
Green/Cycle:	0.15		0.15	0.15			0.15		0.15	0.15			0.15	0.69		0.69			0.10	0.78		0.78		
Volume/Cap:	0.11		0.11	0.41			0.05		0.04	0.08			0.41	0.34		0.34			0.34	0.41		0.41		
Delay/Veh:	37.2		37.2	39.8			36.8		36.7	37.0			57.3	6.3		6.3			42.7	3.7		3.7		
User DelAdj:	1.00		1.00	1.00			1.00		1.00	1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	37.2		37.2	39.8			36.8		36.7	37.0			57.3	6.3		6.3			42.7	3.7		3.7		
LOS by Move:	D		D	D			D		D	D			E	A		A			D	A		A		
HCM2kAvgQ:	1		1	4			0		0	1			1	5		5			2	6		6		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	79	0	68	37	709	0	0	872	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	79	0	68	37	709	0	0	872	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	79	0	68	37	709	0	0	872	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	0	68	37	709	0	0	872	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	79	0	68	37	709	0	0	872	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.54	0.00	0.46	0.10	1.90	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	969	0	831	179	3421	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.21	0.21	0.00	0.00	0.24	0.02
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.72	0.72	0.00	0.00	0.72	0.72
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.34	0.29	0.29	0.00	0.00	0.34	0.03
Delay/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	5.1	5.1	0.0	0.0	5.3	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.7	0.0	31.7	5.1	5.1	0.0	0.0	5.3	4.1
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	4	0	0	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	59	4	47	23	3	34	184	1131	222	224	1214	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	6	0	0	6	0
Initial Fut:	59	4	47	23	3	34	184	1137	222	224	1220	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4	47	23	3	34	184	1137	222	224	1220	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	4	47	23	3	34	184	1137	222	224	1220	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	4	47	23	3	34	184	1137	222	224	1220	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.87	0.13	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3270	229	1800	1700	150	1650	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.02	0.02	0.11	0.32	0.12	0.13	0.34	0.06
Crit Moves:			****		****			****		****		
Green/Cycle:	0.05	0.05	0.05	0.04	0.04	0.04	0.20	0.59	0.59	0.24	0.63	0.63
Volume/Cap:	0.37	0.37	0.54	0.35	0.54	0.54	0.54	0.54	0.21	0.54	0.54	0.09
Delay/Veh:	47.4	47.4	52.9	50.1	55.4	55.4	37.4	12.7	9.8	34.2	10.6	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	52.9	50.1	55.4	55.4	37.4	12.7	9.8	34.2	10.6	7.3
LOS by Move:	D	D	D	D	E	E	D	B	A	C	B	A
HCM2kAvgQ:	1	1	2	1	2	2	6	11	3	7	11	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	0	0	0	86	14	86	0	1391	151	32	1378	0												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	0	0	108	0	0	61	0												
Initial Fut:	0	0	0	86	14	86	0	1499	151	32	1439	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	86	14	86	0	1499	151	32	1439	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	86	14	86	0	1499	151	32	1439	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	86	14	86	0	1499	151	32	1439	0												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	0.00	0.86	0.14	1.00	0.00	1.82	0.18	1.00	2.00	0.00												
Final Sat.:	0	0	0	1540	260	1800	0	3270	330	1700	3600	0												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.05	0.00	0.46	0.46	0.02	0.40	0.00												
Crit Moves:				****				****																
Green/Cycle:	0.00	0.00	0.00	0.10	0.10	0.10	0.00	0.86	0.86	0.86	0.86	0.00												
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.46	0.00	0.54	0.54	0.02	0.47	0.00												
Delay/Veh:	0.0	0.0	0.0	45.6	45.6	44.0	0.0	2.1	2.1	1.1	1.8	0.0												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	45.6	45.6	44.0	0.0	2.1	2.1	1.1	1.8	0.0												
LOS by Move:	A	A	A	D	D	D	A	A	A	A	A	A												
HCM2kAvgQ:	0	0	0	4	4	3	0	8	8	0	6	0												

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
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						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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	0	0	0	158	0	116	130	861	0	0	469	112												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	0	0	1115	0	0	448	0												
Initial Fut:	0	0	0	158	0	116	130	1976	0	0	917	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:	0	0	0	158	0	116	130	1976	0	0	917	112												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	158	0	116	130	1976	0	0	917	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.:	0	0	0	158	0	116	130	1976	0	0	917	112												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.06	0.08	0.55	0.00	0.00	0.25	0.06												
Crit Moves:				****				****																
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.82	0.82	0.00	0.00	0.82	0.82												
Volume/Cap:	0.00	0.00	0.00	0.67	0.00	0.47	0.09	0.67	0.00	0.00	0.31	0.08												
Delay/Veh:	0.0	0.0	0.0	48.1	0.0	41.0	1.8	4.1	0.0	0.0	2.2	1.7												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	48.1	0.0	41.0	1.8	4.1	0.0	0.0	2.2	1.7												
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A												
HCM2kAvgQ:	0	0	0	6	0	4	1	13	0	0	4	1												

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	149	131		181			109	88		54			41	1109		41			107	952		75		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	0	0		0			0	0		0			0	14		0			0	58		0		
Initial Fut:	149	131		181			109	88		54			41	1123		41			107	1010		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:	149	131		181			109	88		54			41	1123		41			107	1010		75		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	149	131		181			109	88		54			41	1123		41			107	1010		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.:	149	131		181			109	88		54			41	1123		41			107	1010		75		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.53	0.47		1.00			0.55	0.45		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	960	840		1800			999	801		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.16		0.10			0.11	0.11		0.03			0.02	0.31		0.02			0.06	0.28		0.04		
Crit Moves:		****												****										
Green/Cycle:	0.32	0.32		0.32			0.32	0.32		0.32			0.64	0.64		0.64			0.64	0.64		0.64		
Volume/Cap:	0.49	0.49		0.32			0.34	0.34		0.09			0.04	0.49		0.04			0.10	0.44		0.07		
Delay/Veh:	28.1	28.1		26.0			26.3	26.3		23.9			6.6	9.6		6.6			6.9	9.1		6.8		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	28.1	28.1		26.0			26.3	26.3		23.9			6.6	9.6		6.6			6.9	9.1		6.8		
LOS by Move:	C	C		C			C	C		C			A	A		A			A	A		A		
HCM2kAvgQ:	8	8		4			5	5		1			1	10		0			1	8		1		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	40	0		25			0	0		0			0	1206		49			2	1356		0		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	0	0		11			0	0		0			0	21		0			48	60		0		
Initial Fut:	40	0		36			0	0		0			0	1227		49			50	1416		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:	40	0		36			0	0		0			0	1227		49			50	1416		0		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	40	0		36			0	0		0			0	1227		49			50	1416		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.:	40	0		36			0	0		0			0	1227		49			50	1416		0		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	0.00		1.00			0.00	0.00		0.00			0.00	2.00		1.00			1.00	2.00		0.00		
Final Sat.:	1700	0		1800			0	0		0			0	3600		1800			1700	3600		0		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.00		0.02			0.00	0.00		0.00			0.00	0.34		0.03			0.03	0.39		0.00		
Crit Moves:	****																			****				
Green/Cycle:	0.05	0.00		0.05			0.00	0.00		0.00			0.00	0.91		0.91			0.91	0.91		0.00		
Volume/Cap:	0.43	0.00		0.36			0.00	0.00		0.00			0.00	0.38		0.03			0.03	0.43		0.00		
Delay/Veh:	49.0	0.0		47.9			0.0	0.0		0.0			0.0	0.7		0.5			0.5	0.8		0.0		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	49.0	0.0		47.9			0.0	0.0		0.0			0.0	0.7		0.5			0.5	0.8		0.0		
LOS by Move:	D	A		D			A	A		A			A	A		A			A	A		A		
HCM2kAvgQ:	2	0		2			0	0		0			0	3		0			0	4		0		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.1
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:	1	0	1! 0	1	0	0	1! 0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	0	0	1	0	2	4	1326	63	147	1530	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	6	0	0	6	0
Initial Fut:	25	0	0	1	0	2	4	1332	63	147	1536	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:	25	0	0	1	0	2	4	1332	63	147	1536	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	0	1	0	2	4	1332	63	147	1536	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.:	25	0	0	1	0	2	4	1332	63	147	1536	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	0.00	1.00	0.33	0.00	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3500	0	1800	600	0	1200	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.03	0.09	0.43	0.01
Crit Moves:	****			****							****	
Green/Cycle:	0.02	0.00	0.00	0.00	0.00	0.00	0.92	0.92	0.92	0.92	0.92	0.92
Volume/Cap:	0.46	0.00	0.00	0.46	0.00	0.46	0.00	0.40	0.04	0.09	0.46	0.01
Delay/Veh:	55.1	0.0	0.0	93.1	0.0	93.1	0.3	0.6	0.3	0.4	0.6	0.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	0.0	0.0	93.1	0.0	93.1	0.3	0.6	0.3	0.4	0.6	0.3
LOS by Move:	E	A	A	F	A	F	A	A	A	A	A	A
HCM2kAvgQ:	1	0	0	1	0	1	0	3	0	0	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	34	34	7	11	4	26	1606	79	129	1213	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	155	0	0	59	0
Initial Fut:	9	34	34	7	11	4	26	1761	79	129	1272	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:	9	34	34	7	11	4	26	1761	79	129	1272	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	34	34	7	11	4	26	1761	79	129	1272	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.:	9	34	34	7	11	4	26	1761	79	129	1272	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	2.87	0.13	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1320	480	1700	5167	233	1700	3600	1800
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	0.35	0.02
Crit Moves:		****						****		****		
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.74	0.74	0.16	0.86	0.86
Volume/Cap:	0.13	0.46	0.46	0.10	0.21	0.21	0.41	0.46	0.46	0.46	0.41	0.02
Delay/Veh:	47.1	51.5	51.5	46.8	47.8	47.8	51.4	5.4	5.4	39.1	1.6	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	51.5	51.5	46.8	47.8	47.8	51.4	5.4	5.4	39.1	1.6	1.0
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	0	2	2	0	1	1	1	8	8	4	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Ignore					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	0	1		2	0	3	1	0		1	1	0	1	0		1	0	2	0	1	
Volume Module: >> Count Date: 10 May 2005 << 0730-0830																								
Base Vol:	25	2069	463				68	1538	94				117	352	4				407	243	124			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	26	2132	477				70	1585	97				121	363	4				419	250	128			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	199	0				0	136	0				0	5	0				0	2	0			
Initial Fut:	26	2331	477				70	1721	97				121	368	4				419	252	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	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:	26	2331	477				70	1721	97				121	368	4				419	252	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	26	2331	477				70	1721	97				121	368	4				419	252	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.:	26	2331	477				70	1721	97				121	368	4				419	252	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	3.00	1.00				2.00	3.79	0.21				1.00	1.98	0.02				1.00	2.00	1.00			
Final Sat.:	1700	5400	1800				3200	6816	384				1700	3560	40				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.43	0.27				0.02	0.25	0.25				0.07	0.10	0.10				0.25	0.07	0.00			
Crit Moves:		****						****							****				****					
Green/Cycle:	0.03	0.50	0.50				0.03	0.50	0.50				0.12	0.12	0.12				0.29	0.29	0.00			
Volume/Cap:	0.51	0.86	0.53				0.86	0.51	0.51				0.59	0.86	0.86				0.86	0.24	0.00			
Delay/Veh:	65.6	29.3	20.9				114.4	20.4	20.4				51.1	64.4	64.4				55.0	33.0	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	65.6	29.3	20.9				114.4	20.4	20.4				51.1	64.4	64.4				55.0	33.0	0.0			
LOS by Move:	E	C	C				F	C	C				D	E	E				D	C	A			
HCM2kAvgQ:	2	29	12				3	12	12				6	10	10				19	4	0			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 31.7
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	3	1	0		2	0	3	1	0		0	0	3	0	1		2	0	1	1	0	
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830																								
Base Vol:	140	2284	280				82	1700	10				0	1064	190				304	635	53			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	144	2353	288				84	1752	10				0	1096	196				313	654	55			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	199	2				0	136	0				0	0	0				0	0	0			
Initial Fut:	144	2552	290				84	1888	10				0	1096	196				313	654	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:	144	2552	290				84	1888	10				0	1096	196				313	654	55			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	144	2552	290				84	1888	10				0	1096	196				313	654	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.:	144	2552	290				84	1888	10				0	1096	196				313	654	55			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	3.59	0.41				2.00	3.98	0.02				0.00	3.00	1.00				2.00	1.85	0.15			
Final Sat.:	3200	6464	736				3200	7161	39				0	5400	1800				3200	3323	277			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.39	0.39				0.03	0.26	0.26				0.00	0.20	0.11				0.10	0.20	0.20			
Crit Moves:		****						****							****					****				
Green/Cycle:	0.08	0.50	0.50				0.03	0.46	0.46				0.00	0.26	0.26				0.12	0.38	0.38			
Volume/Cap:	0.58	0.79	0.79				0.79	0.58	0.58				0.00	0.79	0.42				0.79	0.52	0.52			
Delay/Veh:	56.7	25.9	25.9				88.7	24.3	24.3				0.0	44.6	37.7				61.1	28.9	28.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	56.7	25.9	25.9				88.7	24.3	24.3				0.0	44.6	37.7				61.1	28.9	28.9			
LOS by Move:	E	C	C				F	C	C				A	D	D				E	C	C			
HCM2kAvgQ:	4	24	24				3	14	14				0	15	6				9	11	11			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 4.1
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	2931	11	22	2291	32	20	7	4	30	20	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	201	0	0	137	0	0	0	0	0	0	0
Initial Fut:	11	3132	11	22	2428	32	20	7	4	30	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:	11	3132	11	22	2428	32	20	7	4	30	20	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3132	11	22	2428	32	20	7	4	30	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.:	11	3132	11	22	2428	32	20	7	4	30	20	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.99	0.01	1.00	4.00	1.00	1.48	0.52	1.00	0.60	0.40	1.00
Final Sat.:	3200	7174	26	1700	7200	1800	2557	942	1800	1087	712	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.01	0.34	0.02	0.01	0.01	0.00	0.03	0.03	0.02
Crit Moves:		****			****			****			****	
Green/Cycle:	0.01	0.81	0.81	0.02	0.83	0.83	0.01	0.01	0.01	0.05	0.05	0.05
Volume/Cap:	0.41	0.54	0.54	0.54	0.41	0.02	0.54	0.54	0.16	0.54	0.54	0.33
Delay/Veh:	58.8	3.3	3.3	62.0	2.3	1.5	60.2	60.2	51.6	52.5	52.5	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	3.3	3.3	62.0	2.3	1.5	60.2	60.2	51.6	52.5	52.5	47.8
LOS by Move:	E	A	A	E	A	A	E	E	D	D	D	D
HCM2kAvgQ:	1	9	9	2	5	0	1	1	0	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	115	2578	39	53	1959	48	75	225	59	120	336	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	201	0	0	137	0	0	22	0	0	6	0
Initial Fut:	115	2779	39	53	2096	48	75	247	59	120	342	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:	115	2779	39	53	2096	48	75	247	59	120	342	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2779	39	53	2096	48	75	247	59	120	342	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.:	115	2779	39	53	2096	48	75	247	59	120	342	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.94	0.06	1.00	3.91	0.09	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1700	7100	100	1700	7037	163	1700	3600	1800	1700	3033	567
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.03	0.30	0.30	0.04	0.07	0.03	0.07	0.11	0.11
Crit Moves:		****			****						****	
Green/Cycle:	0.14	0.68	0.68	0.05	0.60	0.60	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.50	0.57	0.57	0.57	0.50	0.50	0.23	0.35	0.17	0.36	0.57	0.57
Delay/Veh:	49.6	10.1	10.1	63.9	13.8	13.8	40.9	41.9	40.3	42.3	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	10.1	10.1	63.9	13.8	13.8	40.9	41.9	40.3	42.3	44.8	44.8
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	14	14	3	12	12	3	4	2	4	8	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	41	2763	52	38	2262	5	10	14	46	78	6	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	201	0	0	137	0	0	0	0	0	0	0
Initial Fut:	41	2964	52	38	2399	5	10	14	46	78	6	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:	41	2964	52	38	2399	5	10	14	46	78	6	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2964	52	38	2399	5	10	14	46	78	6	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.:	41	2964	52	38	2399	5	10	14	46	78	6	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.93	0.07	1.00	3.99	0.01	0.42	0.58	1.00	0.93	0.07	1.00
Final Sat.:	1700	7077	123	1700	7185	15	750	1050	1800	1668	132	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.42	0.02	0.33	0.33	0.01	0.01	0.03	0.05	0.05	0.03
Crit Moves:		****			****						****	
Green/Cycle:	0.06	0.79	0.79	0.04	0.78	0.78	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.43	0.53	0.53	0.53	0.43	0.43	0.16	0.16	0.29	0.53	0.53	0.32
Delay/Veh:	48.7	3.9	3.9	54.3	3.8	3.8	42.6	42.6	43.7	47.0	47.0	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	3.9	3.9	54.3	3.8	3.8	42.6	42.6	43.7	47.0	47.0	44.0
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	9	9	2	7	7	1	1	2	3	3	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 82 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	210	2464	344	127	1879	166	206	1020	369	262	566	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	198	1	1	136	0	0	55	0	2	18	3
Initial Fut:	210	2662	345	128	2015	166	206	1075	369	264	584	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:	210	2662	345	128	2015	166	206	1075	369	264	584	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	2662	345	128	2015	166	206	1075	369	264	584	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.:	210	2662	345	128	2015	166	206	1075	369	264	584	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.19	0.04	0.28	0.09	0.06	0.30	0.20	0.08	0.16	0.08
Crit Moves:		****			****				****		****	
Green/Cycle:	0.09	0.44	0.53	0.05	0.39	0.39	0.13	0.35	0.35	0.10	0.32	0.32
Volume/Cap:	0.71	0.85	0.36	0.85	0.71	0.24	0.50	0.85	0.58	0.85	0.50	0.24
Delay/Veh:	61.0	32.6	16.4	90.3	31.7	24.6	49.8	41.4	33.0	72.3	33.3	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	32.6	16.4	90.3	31.7	24.6	49.8	41.4	33.0	72.3	33.3	30.1
LOS by Move:	E	C	B	F	C	C	D	D	C	E	C	C
HCM2kAvgQ:	6	25	8	5	17	4	5	22	12	8	9	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.3
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	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	10	2615	18		142	2185	27		37	1	36		4	0	15									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	199	0		0	138	0		0	0	0		0	0	0									
Initial Fut:	10	2814	18		142	2323	27		37	1	36		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	2814	18		142	2323	27		37	1	36		4	0	15									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	10	2814	18		142	2323	27		37	1	36		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	2814	18		142	2323	27		37	1	36		4	0	15									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95									
Lanes:	1.00	4.00	1.00		2.00	3.95	0.05		0.97	0.03	1.00		1.00	0.00	1.00									
Final Sat.:	1700	7200	1800		3200	7118	82		1751	49	1800		1800	0	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.39	0.01		0.04	0.33	0.33		0.02	0.02	0.02		0.00	0.00	0.01									
Crit Moves:		****			****					****														
Green/Cycle:	0.02	0.80	0.80		0.09	0.88	0.88		0.04	0.04	0.04		0.04	0.00	0.04									
Volume/Cap:	0.37	0.49	0.01		0.49	0.37	0.37		0.49	0.49	0.46		0.05	0.00	0.20									
Delay/Veh:	56.8	3.2	1.9		44.5	1.1	1.1		51.4	51.4	50.9		46.1	0.0	47.4									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	56.8	3.2	1.9		44.5	1.1	1.1		51.4	51.4	50.9		46.1	0.0	47.4									
LOS by Move:	E	A	A		D	A	A		D	D	D		D	A	D									
HCM2kAvgQ:	1	8	0		3	4	4		2	2	2		0	0	1									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.3
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	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	21	2374	16		35	2216	36		75	8	73		8	4	6									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	199	0		0	138	0		0	0	0		0	0	0									
Initial Fut:	21	2573	16		35	2354	36		75	8	73		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:	21	2573	16		35	2354	36		75	8	73		8	4	6									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	21	2573	16		35	2354	36		75	8	73		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.:	21	2573	16		35	2354	36		75	8	73		8	4	6									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95									
Lanes:	1.00	4.00	1.00		2.00	3.94	0.06		0.90	0.10	1.00		0.89	0.44	0.67									
Final Sat.:	1700	7200	1800		3200	7091	109		1622	178	1800		1600	800	1200									
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.36	0.01		0.01	0.33	0.33		0.05	0.05	0.04		0.01	0.01	0.01									
Crit Moves:		****			****					****														
Green/Cycle:	0.03	0.79	0.79		0.02	0.79	0.79		0.10	0.10	0.10		0.10	0.10	0.10									
Volume/Cap:	0.42	0.45	0.01		0.01	0.45	0.42		0.42	0.45	0.45		0.40	0.05	0.05									
Delay/Veh:	53.5	3.4	2.2		52.2	3.4	3.4		43.9	43.9	43.3		40.5	40.5	40.5									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	53.5	3.4	2.2		52.2	3.4	3.4		43.9	43.9	43.3		40.5	40.5	40.5									
LOS by Move:	D	A	A		D	A	A		D	D	D		D	D	D									
HCM2kAvgQ:	1	7	0		1	6	6		3	3	3		0	0	0									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.038
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 62.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	137	2062	170				214	1737	231				390	819	73				130	439	53			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	104	0				0	87	51				0	1115	0				0	447	85			
Initial Fut:	137	2166	170				214	1824	282				390	1934	73				130	886	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:	137	2166	170				214	1824	282				390	1934	73				130	886	138			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	137	2166	170				214	1824	282				390	1934	73				130	886	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.:	137	2166	170				214	1824	282				390	1934	73				130	886	138			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.71	0.29				2.00	3.46	0.54				2.00	2.00	1.00				2.00	2.00	1.00			
Final Sat.:	1700	6676	524				3200	6237	963				3200	3600	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.32	0.32				0.07	0.29	0.29				0.12	0.54	0.04				0.04	0.25	0.08			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.08	0.31	0.31				0.06	0.30	0.30				0.18	0.52	0.52				0.04	0.37	0.44			
Volume/Cap:	0.99	1.04	1.04				1.04	0.99	0.99				0.66	1.04	0.08				1.04	0.66	0.18			
Delay/Veh:	128.3	71.1	71.1				129.2	59.2	59.2				48.3	60.5	14.6				148.8	32.6	20.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	128.3	71.1	71.1				129.2	59.2	59.2				48.3	60.5	14.6				148.8	32.6	20.7			
LOS by Move:	F		E		E		F		E		E		D		E		B		F		C		C	
HCM2kAvgQ:	9		31		31		9		26		26		9		48		1		6		15		3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	101	2235	34				43	1818	96				67	121	71				41	159	77			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	1	109	0				0	86	1				5	0	3				0	0	0			
Initial Fut:	102	2344	34				43	1904	97				72	121	74				41	159	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:	102	2344	34				43	1904	97				72	121	74				41	159	77			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	102	2344	34				43	1904	97				72	121	74				41	159	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.:	102	2344	34				43	1904	97				72	121	74				41	159	77			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	3.94	0.06				1.00	3.81	0.19				1.00	0.62	0.38				1.00	0.67	0.33			
Final Sat.:	1700	7097	103				1700	6852	348				1700	1115	685				1700	1210	590			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.33	0.33				0.03	0.28	0.28				0.04	0.11	0.11				0.02	0.13	0.13			
Crit Moves:		****						****												****				
Green/Cycle:	0.12	0.62	0.62				0.05	0.55	0.55				0.25	0.25	0.25				0.25	0.25	0.25			
Volume/Cap:	0.50	0.53	0.53				0.53	0.50	0.50				0.17	0.44	0.44				0.10	0.53	0.53			
Delay/Veh:	43.2	10.7	10.7				52.9	13.9	13.9				29.7	32.4	32.4				29.1	33.8	33.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	43.2	10.7	10.7				52.9	13.9	13.9				29.7	32.4	32.4				29.1	33.8	33.8			
LOS by Move:	D		B		B		D		B		B		C		C		C		C		C		C	
HCM2kAvgQ:	4		11		11		2		10		10		2		6		6		1		7		7	

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	82	2293	79	57	1858	71	76	144	65	75	186	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	110	0	0	89	0	0	0	0	0	0	0
Initial Fut:	82	2403	79	57	1947	71	76	144	65	75	186	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2403	79	57	1947	71	76	144	65	75	186	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	2403	79	57	1947	71	76	144	65	75	186	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2403	79	57	1947	71	76	144	65	75	186	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.87	0.13	1.00	3.86	0.14	1.00	0.69	0.31	1.00	0.65	0.35
Final Sat.:	1700	6970	230	1700	6946	254	1700	1241	559	1700	1164	636
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.03	0.28	0.28	0.04	0.12	0.12	0.04	0.16	0.16
Crit Moves:		****			****						****	
Green/Cycle:	0.10	0.59	0.59	0.06	0.55	0.55	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.51	0.59	0.59	0.59	0.51	0.51	0.16	0.42	0.42	0.16	0.59	0.59
Delay/Veh:	45.7	13.1	13.1	54.9	14.1	14.1	27.8	30.4	30.4	27.7	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	13.1	13.1	54.9	14.1	14.1	27.8	30.4	30.4	27.7	33.2	33.2
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	13	13	3	10	10	2	6	6	2	9	9

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 39.7
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 4	0 1	2	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	334	1761	211	300	1721	186	330	890	171	237	838	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	100	85	56	10	76	3	18	21	40	93	31	7
Initial Fut:	434	1846	267	310	1797	189	348	911	211	330	869	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:	434	1846	267	310	1797	189	348	911	211	330	869	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1846	267	310	1797	189	348	911	211	330	869	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.:	434	1846	267	310	1797	189	348	911	211	330	869	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.62	0.38
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5400	1800	3200	4713	687
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.15	0.10	0.25	0.11	0.11	0.17	0.12	0.10	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.38	0.38	0.14	0.34	0.34	0.15	0.25	0.25	0.15	0.25	0.25
Volume/Cap:	0.74	0.68	0.39	0.68	0.74	0.31	0.74	0.69	0.48	0.69	0.74	0.74
Delay/Veh:	51.3	31.9	27.6	52.9	36.3	29.7	55.1	42.6	39.5	52.4	43.7	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	31.9	27.6	52.9	36.3	29.7	55.1	42.6	39.5	52.4	43.7	43.7
LOS by Move:	D	C	C	D	D	C	E	D	D	D	D	D
HCM2kAvgQ:	10	16	8	8	16	5	9	12	7	8	13	13

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 7.6
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					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:	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03
Initial Bse:	94	2303			94	80	1979			60	22	13			62	50	23			31
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
APPRVD PROJ:	0	239			0	0	211			0	0	0			0	0	0			1
Initial Fut:	94	2542			94	80	2190			60	22	13			62	50	23			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:	94	2542			94	80	2190			60	22	13			62	50	23			32
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	94	2542			94	80	2190			60	22	13			62	50	23			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.:	94	2542			94	80	2190			60	22	13			62	50	23			32
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.84	0.95			0.95	0.84	0.95			0.95	0.95	0.95			0.95	0.91	0.95			0.95
Lanes:	2.00	4.00			1.00	2.00	4.00			1.00	0.62	0.38			1.00	1.40	0.60			1.00
Final Sat.:	3200	7200			1800	3200	7200			1800	1112	688			1800	2415	1084			1800
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.35			0.05	0.03	0.30			0.03	0.02	0.02			0.03	0.02	0.02			0.02
Crit Moves:		****					****					****					****			
Green/Cycle:	0.07	0.76			0.76	0.05	0.74			0.74	0.04	0.04			0.11	0.04	0.04			0.10
Volume/Cap:	0.41	0.46			0.07	0.46	0.41			0.04	0.46	0.46			0.30	0.46	0.46			0.18
Delay/Veh:	45.6	4.5			3.1	47.9	4.8			3.5	51.3	51.3			41.6	48.7	48.7			41.8
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	45.6	4.5			3.1	47.9	4.8			3.5	51.3	51.3			41.6	48.7	48.7			41.8
LOS by Move:	D	A			A	D	A			A	D	D			D	D	D			D
HCM2kAvgQ:	2	8			1	2	7			1	2	2			2	2	2			1

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.9
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	1	0	3	1	0	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:	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03
Initial Bse:	65	2351			33	35	2010			67	46	19			23	22	13			42
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
APPRVD PROJ:	8	220			0	0	190			10	9	0			8	0	0			0
Initial Fut:	73	2571			33	35	2200			77	55	19			31	22	13			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:	73	2571			33	35	2200			77	55	19			31	22	13			42
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	73	2571			33	35	2200			77	55	19			31	22	13			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.:	73	2571			33	35	2200			77	55	19			31	22	13			42
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.89	0.95			0.95	0.84	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95
Lanes:	1.00	3.95			0.05	2.00	4.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Final Sat.:	1700	7109			91	3200	7200			1800	1700	1800			1800	1700	1800			1800
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.36			0.36	0.01	0.31			0.04	0.03	0.01			0.02	0.01	0.01			0.02
Crit Moves:		****					****					****								
Green/Cycle:	0.10	0.82			0.82	0.02	0.74			0.74	0.07	0.07			0.07	0.07	0.07			0.07
Volume/Cap:	0.41	0.44			0.44	0.44	0.41			0.06	0.44	0.14			0.23	0.17	0.10			0.32
Delay/Veh:	43.5	2.6			2.6	51.9	4.8			3.5	46.8	43.5			44.2	44.1	43.3			45.0
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	43.5	2.6			2.6	51.9	4.8			3.5	46.8	43.5			44.2	44.1	43.3			45.0
LOS by Move:	D	A			A	D	A			A	D	D			D	D	D			D
HCM2kAvgQ:	3	6			6	1	7			1	2	1			1	1	0			2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	33.2
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	81	1971	128	207	1503	66	104	612	49	169	410	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	6	105	26	96	92	2	3	78	30	24	77	91
Initial Fut:	87	2076	154	303	1595	68	107	690	79	193	487	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:	87	2076	154	303	1595	68	107	690	79	193	487	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	2076	154	303	1595	68	107	690	79	193	487	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.:	87	2076	154	303	1595	68	107	690	79	193	487	283
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.84	0.16	1.00	1.79	0.21	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	3200	6906	294	1700	3228	372	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.09	0.09	0.23	0.23	0.06	0.21	0.21	0.06	0.09	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.41	0.41	0.13	0.45	0.45	0.11	0.30	0.30	0.09	0.28	0.28
Volume/Cap:	0.52	0.70	0.21	0.70	0.52	0.52	0.57	0.70	0.70	0.70	0.32	0.57
Delay/Veh:	54.2	30.2	23.0	54.9	24.2	24.2	54.5	39.1	39.1	61.4	34.5	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	30.2	23.0	54.9	24.2	24.2	54.5	39.1	39.1	61.4	34.5	38.6
LOS by Move:	D	C	C	D	C	C	D	D	D	E	C	D
HCM2kAvgQ:	4	17	4	8	12	12	5	14	14	6	5	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.4
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	29	2205	14	38	1789	31	31	6	7	20	6	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	136	1	2	145	0	0	0	0	1	0	1
Initial Fut:	29	2341	15	40	1934	31	31	6	7	21	6	8
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:	29	2341	0	40	1934	31	31	6	7	21	6	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	2341	0	40	1934	31	31	6	7	21	6	8
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.:	29	2341	0	40	1934	31	31	6	7	21	6	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.46	0.54	1.00	0.43	0.57
Final Sat.:	3200	7200	1800	3200	7200	1800	1700	831	969	1800	773	1027
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:		****		****			****					
Green/Cycle:	0.03	0.84	0.00	0.03	0.84	0.84	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.32	0.39	0.00	0.39	0.32	0.02	0.39	0.16	0.16	0.24	0.17	0.17
Delay/Veh:	49.7	1.9	0.0	49.8	1.7	1.2	49.3	46.6	46.6	46.8	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	1.9	0.0	49.8	1.7	1.2	49.3	46.6	46.6	46.8	46.2	46.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	0	1	3	0	2	1	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	95	1679	360	212	1572	123	394	1344	96	507	773	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	105	1	7	120	16	10	23	0	3	52	22
Initial Fut:	95	1784	361	219	1692	139	404	1367	96	510	825	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:	95	1784	361	219	1692	139	404	1367	96	510	825	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1784	361	219	1692	139	404	1367	96	510	825	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.:	95	1784	361	219	1692	139	404	1367	96	510	825	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.80	0.20	2.00	2.22	0.78
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5046	354	3200	3988	1412
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.20	0.07	0.24	0.08	0.13	0.27	0.27	0.16	0.21	0.21
Crit Moves:		****			****			****			****	
Green/Cycle:	0.04	0.30	0.30	0.08	0.34	0.34	0.20	0.33	0.33	0.20	0.33	0.33
Volume/Cap:	0.68	0.81	0.66	0.81	0.68	0.22	0.63	0.81	0.81	0.81	0.63	0.63
Delay/Veh:	69.5	41.1	39.2	71.1	34.4	28.1	46.0	39.6	39.6	54.3	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	41.1	39.2	71.1	34.4	28.1	46.0	39.6	39.6	54.3	34.9	34.9
LOS by Move:	E	D	D	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	3	18	13	7	15	4	9	19	19	13	13	13

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
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: 12 May 2005 << 0745-0845												
Base Vol:	47	2250	99	81	1996	49	64	112	27	94	119	81
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	48	2318	102	83	2056	50	66	115	28	97	123	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	107	0	0	123	0	0	0	0	0	0	0
Initial Fut:	48	2425	102	83	2179	50	66	115	28	97	123	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:	48	2425	102	83	2179	50	66	115	28	97	123	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2425	102	83	2179	50	66	115	28	97	123	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.:	48	2425	102	83	2179	50	66	115	28	97	123	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.84	0.16	1.00	3.91	0.09	0.36	0.64	1.00	0.44	0.56	1.00
Final Sat.:	1700	6909	291	1700	7037	163	655	1145	1800	794	1006	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.05	0.31	0.31	0.10	0.10	0.02	0.12	0.12	0.05
Crit Moves:		****			****						****	
Green/Cycle:	0.06	0.62	0.62	0.09	0.65	0.65	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.48	0.57	0.57	0.57	0.48	0.48	0.47	0.47	0.07	0.57	0.57	0.22
Delay/Veh:	49.1	11.4	11.4	49.0	9.2	9.2	35.2	35.2	31.4	37.1	37.1	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	11.4	11.4	49.0	9.2	9.2	35.2	35.2	31.4	37.1	37.1	32.6
LOS by Move:	D	B	B	D	A	A	D	D	C	D	D	C
HCM2kAvgQ:	2	12	12	4	9	9	5	5	1	7	7	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.7
Optimal Cycle: 93 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 11 May 2005 << 0745-0845												
Base Vol:	110	1914	97	629	1356	94	138	752	93	119	517	395
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	113	1972	100	648	1397	97	142	775	96	123	533	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	107	0	0	123	0	0	6	1	0	6	0
Initial Fut:	113	2079	100	648	1520	97	142	781	97	123	539	407
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2079	100	648	1520	97	142	781	97	123	539	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2079	100	648	1520	97	142	781	97	123	539	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2079	100	648	1520	97	142	781	97	123	539	407
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.82	0.18	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6870	330	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.20	0.28	0.05	0.08	0.22	0.05	0.07	0.15	0.23
Crit Moves:		****			****			****				****
Green/Cycle:	0.11	0.35	0.35	0.23	0.47	0.47	0.10	0.27	0.27	0.09	0.26	0.26
Volume/Cap:	0.60	0.87	0.87	0.87	0.60	0.12	0.87	0.81	0.20	0.81	0.58	0.87
Delay/Veh:	56.2	40.4	40.4	55.5	24.1	18.0	90.4	46.7	34.4	81.5	39.7	59.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	40.4	40.4	55.5	24.1	18.0	90.4	46.7	34.4	81.5	39.7	59.0
LOS by Move:	E	D	D	E	C	B	F	D	C	F	D	E
HCM2kAvgQ:	5	23	23	17	15	2	8	16	3	7	10	18

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	1933	169	241	1184	22	21	8	2	105	9	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	107	0	0	124	0	0	0	0	0	0	0
Initial Fut:	9	2040	169	241	1308	22	21	8	2	105	9	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2040	169	241	1308	22	21	8	2	105	9	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2040	169	241	1308	22	21	8	2	105	9	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2040	169	241	1308	22	21	8	2	105	9	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.69	0.31	1.00	3.00	1.00	1.00	0.80	0.20	1.00	0.06	1.94
Final Sat.:	1700	6649	551	1700	5400	1800	1700	1440	360	1700	103	3497
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.14	0.24	0.01	0.01	0.01	0.01	0.06	0.09	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.02	0.51	0.51	0.24	0.73	0.73	0.02	0.02	0.02	0.15	0.15	0.39
Volume/Cap:	0.33	0.60	0.60	0.60	0.33	0.02	0.60	0.28	0.28	0.41	0.60	0.23
Delay/Veh:	65.2	21.0	21.0	43.4	5.8	4.4	84.6	62.2	62.2	47.3	49.5	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	21.0	21.0	43.4	5.8	4.4	84.6	62.2	62.2	47.3	49.5	24.9
LOS by Move:	E	C	C	D	A	A	F	E	E	D	D	C
HCM2kAvgQ:	1	15	15	9	6	0	2	1	1	4	7	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.7
Optimal Cycle: 113 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	2	0	2	1	0		2	0	3	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module: >> Count Date: 28 Apr 2005 << 0800-0900																								
Base Vol:	282	1461	44		199	685	210		331	901	235		181	886	248									
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	291	1505	45		205	706	216		341	928	242		186	913	256									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	107	0		0	124	0		0	50	0		0	54	0									
Initial Fut:	291	1612	45		205	830	216		341	978	242		186	967	256									
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
PHF Volume:	291	1612	45		205	830	216		341	978	242		186	967	256									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	291	1612	45		205	830	216		341	978	242		186	967	256									
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
Final Vol.:	291	1612	45		205	830	216		341	978	242		186	967	256									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95									
Lanes:	2.00	2.92	0.08		2.00	3.00	1.00		1.00	2.40	0.60		1.00	2.37	0.63									
Final Sat.:	3200	5252	148		3200	5400	1800		1700	4329	1071		1700	4271	1129									
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.31	0.31		0.06	0.15	0.12		0.20	0.23	0.23		0.11	0.23	0.23									
Crit Moves:		****			****				****					****										
Green/Cycle:	0.16	0.35	0.35		0.07	0.26	0.26		0.23	0.32	0.32		0.16	0.26	0.26									
Volume/Cap:	0.58	0.89	0.89		0.89	0.58	0.46		0.89	0.70	0.70		0.70	0.89	0.89									
Delay/Veh:	48.9	42.6	42.6		86.2	39.1	37.7		66.1	36.7	36.7		55.7	50.3	50.3									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	48.9	42.6	42.6		86.2	39.1	37.7		66.1	36.7	36.7		55.7	50.3	50.3									
LOS by Move:	D	D	D		F	D	D		E	D	D		E	D	D									
HCM2kAvgQ:	7	23	23		7	10	7		17	15	15		9	18	18									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	8	1962	13		15	1264	12		16	11	18		14	15	18									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	107	0		0	124	0		0	0	0		0	0	0									
Initial Fut:	8	2069	13		15	1388	12		16	11	18		14	15	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:	8	2069	13		15	1388	12		16	11	18		14	15	18									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	8	2069	13		15	1388	12		16	11	18		14	15	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.:	8	2069	13		15	1388	12		16	11	18		14	15	18									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95									
Lanes:	1.00	2.98	0.02		1.00	2.97	0.03		0.59	0.41	1.00		0.48	0.52	1.00									
Final Sat.:	1700	5365	35		1700	5352	48		1067	733	1800		869	931	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.39	0.39		0.01	0.26	0.26		0.02	0.02	0.01		0.02	0.02	0.01									
Crit Moves:		****												****										
Green/Cycle:	0.92	0.92	0.92		0.92	0.92	0.92		0.04	0.04	0.04		0.04	0.04	0.04									
Volume/Cap:	0.01	0.42	0.42		0.01	0.28	0.28		0.39	0.39	0.25		0.42	0.42	0.25									
Delay/Veh:	0.3	0.6	0.6		0.3	0.5	0.5		50.3	50.3	48.4		50.8	50.8	48.4									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	0.3	0.6	0.6		0.3	0.5	0.5		50.3	50.3	48.4		50.8	50.8	48.4									
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D									
HCM2kAvgQ:	0	3	3		0	2	2		1	1	1		2	2	1									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
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 << 0800-0900																								
Base Vol:	40	1857	46				33	1159	49				44	69	40				36	55	57			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	41	1913	47				34	1194	50				45	71	41				37	57	59			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	107	0				0	124	0				0	0	0				0	0	0			
Initial Fut:	41	2020	47				34	1318	50				45	71	41				37	57	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:	41	2020	47				34	1318	50				45	71	41				37	57	59			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	41	2020	47				34	1318	50				45	71	41				37	57	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.:	41	2020	47				34	1318	50				45	71	41				37	57	59			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.93	0.07				1.00	2.89	0.11				0.58	0.90	0.52				1.00	1.00	1.00			
Final Sat.:	1700	5276	124				1700	5201	199				1035	1624	941				1700	1800	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.38	0.38				0.02	0.25	0.25				0.04	0.04	0.04				0.02	0.03	0.03			
Crit Moves:		****						****						****										
Green/Cycle:	0.07	0.81	0.81				0.04	0.77	0.77				0.09	0.09	0.09				0.09	0.09	0.09			
Volume/Cap:	0.33	0.48	0.48				0.48	0.33	0.33				0.48	0.48	0.48				0.24	0.34	0.35			
Delay/Veh:	45.5	3.1	3.1				51.7	3.5	3.5				44.2	44.2	44.2				42.9	43.8	43.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	45.5	3.1	3.1				51.7	3.5	3.5				44.2	44.2	44.2				42.9	43.8	43.9			
LOS by Move:	D	A	A				D	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	2	7	7				2	5	5				3	3	3				1	2	2			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	60	1816	50				8	1101	160				192	7	54				2	1	1			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	107	0				0	124	0				0	0	0				0	0	0			
Initial Fut:	60	1923	50				8	1225	160				192	7	54				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:	60	1923	50				8	1225	160				192	7	54				2	1	1			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	60	1923	50				8	1225	160				192	7	54				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.:	60	1923	50				8	1225	160				192	7	54				2	1	1			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	3.00	1.00				1.00	2.65	0.35				0.96	0.04	1.00				1.00	0.50	0.50			
Final Sat.:	1700	5400	1800				1700	4777	623				1735	65	1800				1800	900	900			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.36	0.03				0.00	0.26	0.26				0.11	0.11	0.03				0.00	0.00	0.00			
Crit Moves:		****												****										
Green/Cycle:	0.73	0.73	0.73				0.73	0.73	0.73				0.23	0.23	0.23				0.23	0.23	0.23			
Volume/Cap:	0.05	0.49	0.04				0.01	0.35	0.35				0.49	0.49	0.13				0.01	0.01	0.01			
Delay/Veh:	3.7	5.6	3.7				3.6	4.9	4.9				34.5	34.5	30.9				29.9	29.9	29.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	3.7	5.6	3.7				3.6	4.9	4.9				34.5	34.5	30.9				29.9	29.9	29.9			
LOS by Move:	A	A	A				A	A	A				C	C	C				C	C	C			
HCM2kAvgQ:	1	9	0				0	5	5				6	6	1				0	0	0			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	1605	161	241	892	3	3	2	0	94	4	363
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	107	0	0	124	0	0	0	0	0	0	0
Initial Fut:	2	1712	161	241	1016	3	3	2	0	94	4	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1712	161	241	1016	3	3	2	0	94	4	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1712	161	241	1016	3	3	2	0	94	4	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1712	161	241	1016	3	3	2	0	94	4	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.60	0.40	1.00	1.00	0.02	1.98
Final Sat.:	1700	3600	1800	3200	3589	11	1080	720	1800	1700	40	3560
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.09	0.08	0.28	0.28	0.00	0.00	0.00	0.06	0.10	0.10
Crit Moves:		****		****							****	
Green/Cycle:	0.00	0.68	0.68	0.11	0.79	0.79	0.15	0.15	0.00	0.15	0.15	0.15
Volume/Cap:	0.36	0.69	0.13	0.69	0.36	0.36	0.02	0.02	0.00	0.38	0.69	0.69
Delay/Veh:	84.1	10.3	5.5	49.0	3.2	3.2	36.5	36.5	0.0	39.5	44.5	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	10.3	5.5	49.0	3.2	3.2	36.5	36.5	0.0	39.5	44.5	44.5
LOS by Move:	F	B	A	D	A	A	D	D	A	D	D	D
HCM2kAvgQ:	0	17	2	6	5	5	0	0	0	3	7	7

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	105	0	220	0	0	0	0	751	54	150	427	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	1115	0	0	448	0
Initial Fut:	105	0	220	0	0	0	0	1866	54	150	875	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:	105	0	220	0	0	0	0	1866	54	150	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	220	0	0	0	0	1866	54	150	875	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.:	105	0	220	0	0	0	0	1866	54	150	875	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3500	100	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.00	0.00	0.00	0.00	0.53	0.53	0.09	0.24	0.00
Crit Moves:			****					****				
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.34	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.68	0.11	0.31	0.00
Delay/Veh:	36.6	0.0	44.3	0.0	0.0	0.0	0.0	5.9	5.9	2.7	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	0.0	44.3	0.0	0.0	0.0	0.0	5.9	5.9	2.7	3.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	8	0	0	0	0	15	15	1	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
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:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 0745-0845												
Base Vol:	0	0	0	155	0	74	65	1060	0	0	808	82
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	160	0	76	67	1092	0	0	832	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	149	0	0	143	0
Initial Fut:	0	0	0	160	0	76	67	1241	0	0	975	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	0	0	160	0	76	67	1241	0	0	975	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	76	67	1241	0	0	975	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	0	0	160	0	76	67	1241	0	0	975	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.04	0.34	0.00	0.00	0.27	0.05
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.75	0.75	0.00	0.00	0.75	0.75
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.21	0.05	0.46	0.00	0.00	0.36	0.06
Delay/Veh:	0.0	0.0	0.0	35.8	0.0	33.2	3.2	4.7	0.0	0.0	4.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.8	0.0	33.2	3.2	4.7	0.0	0.0	4.2	3.2
LOS by Move:	A	A	A	D	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	2	1	8	0	0	5	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	24	60	23	38	46	22	24	1135	24	16	1328	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	12	0	0	0	0	9	0	48	12	0
Initial Fut:	24	60	35	38	46	22	24	1144	24	64	1340	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:	24	60	35	38	46	22	24	1144	24	64	1340	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	60	35	38	46	22	24	1144	24	64	1340	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.:	24	60	35	38	46	22	24	1144	24	64	1340	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.28	0.72	1.00	0.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	511	1289	1800	812	988	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.05	0.05	0.01	0.01	0.32	0.01	0.04	0.37	0.02
Crit Moves:					****						****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.85	0.85	0.85	0.85	0.85
Volume/Cap:	0.43	0.43	0.18	0.44	0.44	0.11	0.02	0.37	0.02	0.04	0.44	0.02
Delay/Veh:	43.3	43.3	41.1	43.4	43.4	40.6	1.1	1.7	1.1	1.1	1.8	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.3	41.1	43.4	43.4	40.6	1.1	1.7	1.1	1.1	1.8	1.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	3	3	1	0	4	0	0	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
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	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03			1.03	
Initial Bse:	162		7		84		48		0		39		11	1422		134			62	2072			10	
Added Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
APPRVD PROJ:	0		0		0		0		0		0		0	29		0			0	67			0	
Initial Fut:	162		7		84		48		0		39		11	1451		134			62	2139			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:	162		7		84		48		0		39		11	1451		134			62	2139			10	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Reduced Vol:	162		7		84		48		0		39		11	1451		134			62	2139			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.:	162		7		84		48		0		39		11	1451		134			62	2139			10	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900			1900	
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95			0.95	
Lanes:	1.00	0.08		0.92			1.00	0.00		1.00			1.00	2.75		0.25			1.00	4.00			1.00	
Final Sat.:	1700	142		1658			1700	0		1800			1700	4944		456			1700	7200			1800	
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.05		0.05			0.03	0.00		0.02			0.01	0.29		0.29			0.04	0.30			0.01	
Crit Moves:	****															****				****				
Green/Cycle:	0.13	0.13		0.13			0.13	0.00		0.13			0.40	0.40		0.40			0.41	0.41			0.41	
Volume/Cap:	0.73	0.39		0.39			0.22	0.00		0.17			0.02	0.73		0.73			0.09	0.73			0.01	
Delay/Veh:	53.4	40.9		40.9			39.4	0.0		39.0			18.0	26.6		26.6			18.3	25.9			17.7	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00			1.00	
AdjDel/Veh:	53.4	40.9		40.9			39.4	0.0		39.0			18.0	26.6		26.6			18.3	25.9			17.7	
LOS by Move:	D		D		D		D		A		D		B		C		C		B		C		B	
HCM2kAvgQ:	7		3		3		2		0		1		0		16		16		1		16		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[15.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Ignore						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module: >> Count Date: 19 Apr 2005 << 0745-0845																								
Base Vol:	0		0		0		0		0		0		144	1292		0			0	690			635	
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03			1.03	
Initial Bse:	0		0		0		0		0		0		148	1331		0			0	711			654	
Added Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
APPRVD PROJ:	0		0		0		0		0		0		0	5		0			0	2			0	
Initial Fut:	0		0		0		0		0		0		148	1336		0			0	713			654	
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		148	1336		0			0	713			654	
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0			0	
Final Vol.:	0		0		0		0		0		0		148	1336		0			0	713			654	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			4.1	xxxx		xxxxx			xxxxx	xxxx			xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			2.2	xxxx		xxxxx			xxxxx	xxxx			xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			1367	xxxx		xxxxx			xxxx	xxxx			xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			509	xxxx		xxxxx			xxxx	xxxx			xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			509	xxxx		xxxxx			xxxx	xxxx			xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx			xxxx	xxxx		xxxx			0.29	xxxx		xxxx			xxxx	xxxx			xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			1.2	xxxx		xxxxx			xxxx	xxxx			xxxxx	
Control Del:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			15.0	xxxx		xxxxx			xxxxx	xxxx			xxxxx	
LOS by Move:	*		*		*		*		*		*		B		*		*		*		*		*	
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx		xxxxx			xxxx	xxxx			xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx			xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx			xxxxx	xxxx			xxxxx	
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx														
ApproachLOS:	*			*			*			*														

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
Initial Bse:	0	0	28	516	0	111	0	913	16	0	683	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
APPRVD PROJ:	0	0	0	0	0	0	0	5	0	0	2	0				
Initial Fut:	0	0	28	516	0	111	0	918	16	0	685	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	28	516	0	111	0	918	16	0	685	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	28	516	0	111	0	918	16	0	685	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	28	516	0	111	0	918	16	0	685	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95				
Lanes:	0.00	0.00	1.00	1.71	0.00	0.29	0.00	2.00	1.00	0.00	2.00	0.00				
Final Sat.:	0	0	1800	2967	0	529	0	3600	1800	0	3600	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.02	0.17	0.00	0.21	0.00	0.25	0.01	0.00	0.19	0.00				
Crit Moves:						****		****								
Green/Cycle:	0.00	0.00	0.43	0.43	0.00	0.43	0.00	0.53	0.53	0.00	0.53	0.00				
Volume/Cap:	0.00	0.00	0.04	0.40	0.00	0.48	0.00	0.48	0.02	0.00	0.36	0.00				
Delay/Veh:	0.0	0.0	16.3	19.6	0.0	20.6	0.0	15.3	11.3	0.0	14.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	16.3	19.6	0.0	20.6	0.0	15.3	11.3	0.0	14.0	0.0				
LOS by Move:	A	A	B	B	A	C	A	B	B	A	B	A				
HCM2kAvgQ:	0	0	1	7	0	9	0	9	0	0	6	0				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
Initial Bse:	0	0	0	0	0	466	0	0	0	0	1214	426				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
APPRVD PROJ:	0	0	0	0	0	0	0	2	0	0	0	0				
Initial Fut:	0	0	0	0	0	466	0	2	0	0	1214	426				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	466	0	2	0	0	1214	426				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	466	0	2	0	0	1214	426				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	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	466	0	2	0	0	1214	426				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95				
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	0	0	3600	0	0	0	0	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	xxxx	0.00	0.00	0.34	0.24				
Crit Moves:						****					****					
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.69	0.69				
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.49	0.00	xxxx	0.00	0.00	0.49	0.34				
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	0.0	0.0	7.2	6.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	31.3	0.0	0.0	0.0	0.0	7.2	6.3				
LOS by Move:	A	A	A	A	A	C	A	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	0	0	7	0	1	0	0	9	6				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[10.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0
Volume Module: >> Count Date: 7 Apr 2005 << 0745-0845																				
Base Vol:	0	0	143			0	0	0			0	608	1456			0	0	0		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	0	0	147			0	0	0			0	626	1500			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	0	0			0	0	0			0	2	0			0	0	0		
Initial Fut:	0	0	147			0	0	0			0	628	1500			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	147			0	0	0			0	628	1500			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	147			0	0	0			0	628	1500			0	0	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	209			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	836			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	836			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.18			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.6			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Control Del:	xxxxx	xxxx	10.2			xxxxx	xxxx	xxxxx			xxxxx	xxxxx	xxxxx			xxxxx	xxxxx			
LOS by Move:	*	*	B			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	10.2					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.8
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:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	798	0	23				0	0	0				0	378	489				122	738	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	102	0	0				0	0	0				0	0	49				0	0	0			
Initial Fut:	900	0	23				0	0	0				0	378	538				122	738	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:	900	0	23				0	0	0				0	378	538				122	738	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	900	0	23				0	0	0				0	378	538				122	738	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.:	900	0	23				0	0	0				0	378	538				122	738	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.92	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.95	0.00	0.05				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	3416	0	84				0	0	0				0	1800	1800				1700	1800	0			
Capacity Analysis Module:																								
Vol/Sat:	0.26	0.00	0.27				0.00	0.00	0.00				0.00	0.21	0.30				0.07	0.41	0.00			
Crit Moves:			****																	****				
Green/Cycle:	0.38	0.00	0.38				0.00	0.00	0.00				0.00	0.58	0.58				0.58	0.58	0.00			
Volume/Cap:	0.69	0.00	0.71				0.00	0.00	0.00				0.00	0.36	0.52				0.12	0.71	0.00			
Delay/Veh:	27.6	0.0	28.0				0.0	0.0	0.0				0.0	11.3	12.9				9.6	17.3	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	27.6	0.0	28.0				0.0	0.0	0.0				0.0	11.3	12.9				9.6	17.3	0.0			
LOS by Move:	C		A		C		A		A		A		A		B		B		A		B		A	
HCM2kAvgQ:	14		0		14		0		0		0		0		6		11		2		18		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.113
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 53.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	380	1363	0	0	1700	396	49	0	862	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	147	316	0	0	278	0	0	0	108	0	0	0
Initial Fut:	527	1679	0	0	1978	396	49	0	970	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:	527	1679	0	0	1978	396	49	0	970	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	1679	0	0	1978	396	49	0	970	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.:	527	1679	0	0	1978	396	49	0	970	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.50	0.50	0.09	0.00	1.91	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4500	900	167	0	3433	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.00	0.00	0.44	0.44	0.30	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.28	0.67	0.00	0.00	0.39	0.39	0.27	0.00	0.55	0.00	0.00	0.00
Volume/Cap:	1.11	0.46	0.00	0.00	1.11	1.11	1.11	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	112.2	7.8	0.0	0.0	88.6	88.6	102.7	0.0	14.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.2	7.8	0.0	0.0	88.6	88.6	102.7	0.0	14.7	0.0	0.0	0.0
LOS by Move:	F	A	A	A	F	F	F	A	B	A	A	A
HCM2kAvgQ:	29	9	0	0	40	40	28	0	11	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	900	359	55	980	0	0	0	0	1133	0	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	135	0	0	136	0	0	0	0	0	0	0
Initial Fut:	0	1035	359	55	1116	0	0	0	0	1133	0	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:	0	1035	359	55	1116	0	0	0	0	1133	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1035	359	55	1116	0	0	0	0	1133	0	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.:	0	1035	359	55	1116	0	0	0	0	1133	0	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.79	0.00	0.21
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	3116	0	382
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.20	0.03	0.21	0.00	0.00	0.00	0.00	0.36	0.00	0.41
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.38	0.92	0.04	0.42	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.76	0.22	0.76	0.49	0.00	0.00	0.00	0.00	0.67	0.00	0.76
Delay/Veh:	0.0	29.9	0.5	85.0	21.4	0.0	0.0	0.0	0.0	17.5	0.0	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.9	0.5	85.0	21.4	0.0	0.0	0.0	0.0	17.5	0.0	20.1
LOS by Move:	A	C	A	F	C	A	A	A	A	B	A	C
HCM2kAvgQ:	0	16	1	3	9	0	0	0	0	16	0	20

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 108 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		1	0	1!	0	0		2	0	3	0	0		0	0	2	0	1	
Volume Module:	>> Count Date: 12 May 2005 << 0730-0830																							
Base Vol:	0	0	0	638	0	202	607	944	0	0	1135	167												
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	0	0	0	657	0	208	625	973	0	0	1169	172												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	14	54	101	0	0	59	0												
Initial Fut:	0	0	0	657	0	222	679	1074	0	0	1228	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:	0	0	0	657	0	222	679	1074	0	0	1228	172												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	657	0	222	679	1074	0	0	1228	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.:	0	0	0	657	0	222	679	1074	0	0	1228	172												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	0.00	1.61	0.00	0.39	2.00	3.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	2783	0	710	3200	5400	0	0	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.31	0.21	0.20	0.00	0.00	0.34	0.10												
Crit Moves:						****	****				****													
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.23	0.23	0.00	0.00	0.37	0.37												
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.92	0.92	0.86	0.00	0.00	0.92	0.26												
Delay/Veh:	0.0	0.0	0.0	30.3	0.0	45.7	54.6	43.4	0.0	0.0	40.8	22.1												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	30.3	0.0	45.7	54.6	43.4	0.0	0.0	40.8	22.1												
LOS by Move:	A	A	A	C	A	D	D	D	A	A	D	C												
HCM2kAvgQ:	0	0	0	13	0	22	16	14	0	0	23	4												

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Ovl						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:	>> Count Date: 24 Mar 2005 << 0715-0815																							
Base Vol:	23	118	22	323	46	492	508	911	8	42	705	191												
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	24	122	23	333	47	507	523	939	8	43	726	197												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	0	0	55	0	0	18	0												
Initial Fut:	24	122	23	333	47	507	523	994	8	43	744	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:	24	122	23	333	47	507	523	994	8	43	744	197												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	24	122	23	333	47	507	523	994	8	43	744	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.:	24	122	23	333	47	507	523	994	8	43	744	197												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.16	0.84	1.00	0.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00												
Final Sat.:	294	1506	1800	1576	224	1800	1700	3600	1800	1700	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.08	0.01	0.21	0.21	0.28	0.31	0.28	0.00	0.03	0.21	0.11												
Crit Moves:	****				****		****				****													
Green/Cycle:	0.09	0.09	0.09	0.24	0.24	0.59	0.35	0.54	0.54	0.05	0.24	0.24												
Volume/Cap:	0.88	0.88	0.14	0.88	0.88	0.48	0.88	0.51	0.01	0.51	0.88	0.46												
Delay/Veh:	82.0	82.0	42.1	54.4	54.4	11.9	44.2	15.0	10.7	51.7	47.0	33.6												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	82.0	82.0	42.1	54.4	54.4	11.9	44.2	15.0	10.7	51.7	47.0	33.6												
LOS by Move:	F	F	D	D	D	B	D	B	B	D	D	C												
HCM2kAvgQ:	7	7	1	15	15	9	20	10	0	2	15	6												

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.3
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module: >> Count Date: 12 May 2005 << 0700-0800												
Base Vol:	0	0	0	27	0	46	58	343	0	0	487	21
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	28	0	47	60	353	0	0	502	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	47	60	353	0	0	502	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	28	0	47	60	353	0	0	502	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	47	60	353	0	0	502	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	28	0	47	60	353	0	0	502	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.20	0.00	0.00	0.28	0.01
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.88	0.88	0.00	0.00	0.88	0.88
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.32	0.04	0.22	0.00	0.00	0.32	0.01
Delay/Veh:	0.0	0.0	0.0	43.4	0.0	44.4	0.8	1.0	0.0	0.0	1.2	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.4	0.0	44.4	0.8	1.0	0.0	0.0	1.2	0.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	2	0	0	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
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 << 0800-0900												
Base Vol:	23	0	120	0	0	0	0	1652	18	103	1514	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	24	0	124	0	0	0	0	1702	19	106	1560	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	6	0	0	9	0
Initial Fut:	24	0	124	0	0	0	0	1708	19	106	1569	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	0	124	0	0	0	0	1708	19	106	1569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	124	0	0	0	0	1708	19	106	1569	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	0	124	0	0	0	0	1708	19	106	1569	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	7123	77	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.24	0.24	0.06	0.29	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.61	0.61	0.16	0.77	0.00
Volume/Cap:	0.08	0.00	0.39	0.00	0.00	0.00	0.00	0.39	0.39	0.39	0.38	0.00
Delay/Veh:	34.7	0.0	37.4	0.0	0.0	0.0	0.0	10.2	10.2	38.7	3.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	0.0	37.4	0.0	0.0	0.0	0.0	10.2	10.2	38.7	3.9	0.0
LOS by Move:	C	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	7	7	4	6	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.233
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module: >> Count Date: 10 May 2005 << 0800-0900																
Base Vol:	171	181	207		53	119	52		28	306	60		112	212	22	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	176	186	213		55	123	54		29	315	62		115	218	23	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	176	186	213		55	123	54		29	315	62		115	218	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:	176	186	213		55	123	54		29	315	62		115	218	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	186	213		55	123	54		29	315	62		115	218	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.:	176	186	213		55	123	54		29	315	62		115	218	23	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.39	0.61		1.00	1.67	0.33		1.00	1.81	0.19	
Final Sat.:	1700	1800	1800		1700	2505	1095		1700	3010	590		1700	3262	338	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.12		0.03	0.05	0.05		0.02	0.10	0.10		0.07	0.07	0.07	
Crit Moves:			****							****						
Green/Cycle:	0.51	0.51	0.51		0.51	0.51	0.51		0.45	0.45	0.45		0.45	0.45	0.45	
Volume/Cap:	0.20	0.20	0.23		0.06	0.10	0.10		0.04	0.23	0.23		0.15	0.15	0.15	
Delay/Veh:	13.5	13.5	13.7		12.5	12.7	12.7		15.4	16.9	16.9		16.3	16.2	16.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.5	13.5	13.7		12.5	12.7	12.7		15.4	16.9	16.9		16.3	16.2	16.2	
LOS by Move:	B	B	B		B	B	B		B	B	B		B	B	B	
HCM2kAvgQ:	3	3	4		1	1	1		1	4	4		2	2	2	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 0	1	0	1	0 1	0	1	1	0 2	1	0	1	0 2	1	0
Volume Module: >> Count Date: 10 May 2005 << 0745-0845																
Base Vol:	42	138	79		33	77	32		168	994	30		66	1216	288	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	43	142	81		34	79	33		173	1024	31		68	1253	297	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	50	0		0	54	0	
Initial Fut:	43	142	81		34	79	33		173	1074	31		68	1307	297	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	142	81		34	79	33		173	1074	31		68	1307	297	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	142	81		34	79	33		173	1074	31		68	1307	297	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	142	81		34	79	33		173	1074	31		68	1307	297	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.32	1.07	0.61		1.00	1.00	1.00		1.00	2.92	0.08		1.00	2.44	0.56	
Final Sat.:	584	1918	1098		1700	1800	1800		1700	5249	151		1700	4401	999	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.02	0.04	0.02		0.10	0.20	0.20		0.04	0.30	0.30	
Crit Moves:		****								****				****		
Green/Cycle:	0.15	0.15	0.15		0.15	0.15	0.15		0.20	0.66	0.66		0.13	0.59	0.59	
Volume/Cap:	0.50	0.50	0.50		0.14	0.30	0.12		0.50	0.31	0.31		0.31	0.50	0.50	
Delay/Veh:	40.0	40.0	40.0		37.3	38.7	37.2		36.6	7.2	7.2		40.3	12.1	12.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	40.0	40.0	40.0		37.3	38.7	37.2		36.6	7.2	7.2		40.3	12.1	12.1	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	B	B	
HCM2kAvgQ:	5	5	5		1	2	1		6	5	5		2	10	10	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.5	
Optimal Cycle:	21	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0	2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 0800-0900												
Base Vol:	74	1211	29	15	989	76	168	10	77	31	7	26
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	76	1248	30	15	1019	78	173	10	79	32	7	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	40	0	0	125	35	0	0	0	0	0	0
Initial Fut:	76	1288	30	15	1144	113	173	10	79	32	7	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	1288	30	15	1144	113	173	10	79	32	7	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1288	30	15	1144	113	173	10	79	32	7	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	1288	30	15	1144	113	173	10	79	32	7	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.73	0.27	1.89	0.11	1.00	1.64	0.36	1.00
Final Sat.:	1700	5400	1800	1700	4913	487	3303	197	1800	2855	645	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.02	0.01	0.23	0.23	0.05	0.05	0.04	0.01	0.01	0.01
Crit Moves:		****						****				****
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.16	0.16	0.16	0.05	0.05	0.05
Volume/Cap:	0.06	0.33	0.02	0.01	0.32	0.32	0.33	0.33	0.27	0.24	0.24	0.33
Delay/Veh:	3.7	4.7	3.6	3.6	4.7	4.7	37.5	37.5	37.3	46.8	46.8	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	4.7	3.6	3.6	4.7	4.7	37.5	37.5	37.3	46.8	46.8	48.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	0	0	5	5	3	3	2	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5	
Optimal Cycle:	22	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	33	1239	6	11	954	29	156	3	68	2	1	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	40	0	0	95	35	0	0	0	0	0	0
Initial Fut:	33	1279	6	11	1049	64	156	3	68	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:	33	1279	6	11	1049	64	156	3	68	2	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1279	6	11	1049	64	156	3	68	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.:	33	1279	6	11	1049	64	156	3	68	2	1	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.83	0.17	0.98	0.02	1.00	0.67	0.33	1.00
Final Sat.:	1700	5374	26	1700	5090	310	1765	35	1800	1200	600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.01	0.21	0.21	0.09	0.09	0.04	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.06	0.67	0.67	0.02	0.63	0.63	0.25	0.25	0.25	0.25	0.25	0.00
Volume/Cap:	0.33	0.35	0.35	0.35	0.33	0.33	0.35	0.35	0.15	0.01	0.01	0.00
Delay/Veh:	47.0	7.1	7.1	55.1	8.6	8.6	31.4	31.4	29.5	28.3	28.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	7.1	7.1	55.1	8.6	8.6	31.4	31.4	29.5	28.3	28.3	0.0
LOS by Move:	D	A	A	E	A	A	C	C	C	C	C	A
HCM2kAvgQ:	1	6	6	1	6	6	4	4	2	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	121	1001	133				126	784	186				167	1004	65				116	921	124			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	47	31	0				0	51	10				9	13	46				0	64	0			
Initial Fut:	168	1032	133				126	835	196				176	1017	111				116	985	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:	168	1032	133				126	835	196				176	1017	111				116	985	124			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	168	1032	133				126	835	196				176	1017	111				116	985	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.:	168	1032	133				126	835	196				176	1017	111				116	985	124			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	2.66	0.34				2.00	3.00	1.00				2.00	2.00	1.00				2.00	2.67	0.33			
Final Sat.:	3200	4784	616				3200	5400	1800				3200	3600	1800				3200	4798	602			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.22	0.22				0.04	0.15	0.11				0.05	0.28	0.06				0.04	0.21	0.21			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.10	0.35	0.35				0.06	0.31	0.31				0.11	0.46	0.46				0.06	0.41	0.41			
Volume/Cap:	0.50	0.61	0.61				0.61	0.50	0.35				0.50	0.61	0.13				0.61	0.50	0.50			
Delay/Veh:	51.9	32.8	32.8				60.2	34.0	32.5				51.5	25.1	18.8				61.0	26.6	26.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	51.9	32.8	32.8				60.2	34.0	32.5				51.5	25.1	18.8				61.0	26.6	26.6			
LOS by Move:	D	C	C				E	C	C				D	C	B				E	C	C			
HCM2kAvgQ:	4	13	13				4	9	6				4	15	2				4	11	11			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.268
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	136	1095	0				0	925	90				44	0	50				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	1	46	0				0	52	1				1	0	0				0	0	0			
Initial Fut:	137	1141	0				0	977	91				45	0	50				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:	137	1141	0				0	977	91				45	0	50				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	137	1141	0				0	977	91				45	0	50				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.:	137	1141	0				0	977	91				45	0	50				0	0	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95			
Lanes:	2.00	3.00	0.00				1.00	3.00	1.00				2.00	0.00	1.00				0.00	0.00	0.00			
Final Sat.:	3200	5400	0				1700	5400	1800				3200	0	1800				0	0	0			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.21	0.00				0.00	0.18	0.05				0.01	0.00	0.03				0.00	0.00	0.00			
Crit Moves:	****							****							****									
Green/Cycle:	0.16	0.84	0.00				0.00	0.68	0.78				0.10	0.00	0.10				0.00	0.00	0.00			
Volume/Cap:	0.27	0.25	0.00				0.00	0.27	0.06				0.14	0.00	0.27				0.00	0.00	0.00			
Delay/Veh:	37.2	1.7	0.0				0.0	6.5	2.6				40.8	0.0	42.0				0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	37.2	1.7	0.0				0.0	6.5	2.6				40.8	0.0	42.0				0.0	0.0	0.0			
LOS by Move:	D	A	A				A	A	A				D	A	D				A	A	A			
HCM2kAvgQ:	2	3	0				0	4	1				1	0	2				0	0	0			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec):	100			Critical Vol./Cap.(X):			0.514						
Loss Time (sec):	8 (Y+R=4.0 sec)			Average Delay (sec/veh):			26.3						
Optimal Cycle:	33			Level Of Service:			C						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	1	0 2	1 0
Volume Module: >> Count Date: 31 Mar 2005 << 0745-0845												
Base Vol:	83	940	117	184	787	134	124	731	62	57	657	202
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	86	968	121	190	811	138	128	753	64	59	677	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	5	0	3	10	39	36	82	0	0	91	5
Initial Fut:	86	973	121	193	821	177	164	835	64	59	768	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:	86	973	121	193	821	177	164	835	64	59	768	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	973	121	193	821	177	164	835	64	59	768	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.:	86	973	121	193	821	177	164	835	64	59	768	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.35	0.65
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	1700	4227	1173
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.07	0.06	0.15	0.10	0.05	0.15	0.04	0.03	0.18	0.18
Crit Moves:		****			****			****			****	
Green/Cycle:	0.07	0.35	0.35	0.12	0.40	0.40	0.10	0.37	0.37	0.08	0.35	0.35
Volume/Cap:	0.38	0.51	0.19	0.51	0.38	0.25	0.51	0.42	0.10	0.42	0.51	0.51
Delay/Veh:	45.5	26.0	22.8	42.7	21.5	20.3	44.2	23.6	20.6	45.6	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	26.0	22.8	42.7	21.5	20.3	44.2	23.6	20.6	45.6	25.8	25.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	9	3	4	6	4	4	7	1	2	9	9

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec):	100			Critical Vol./Cap.(X):			0.444						
Loss Time (sec):	6 (Y+R=4.0 sec)			Average Delay (sec/veh):			20.1						
Optimal Cycle:	25			Level Of Service:			C						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	5	733	12	65	703	114	38	28	8	8	31	389
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	5	0	0	10	0	0	0	0	0	0	0
Initial Fut:	5	738	12	65	713	114	38	28	8	8	31	389
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	738	12	65	713	114	38	28	8	8	31	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	738	12	65	713	114	38	28	8	8	31	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	738	12	65	713	114	38	28	8	8	31	389
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.95	0.05	2.00	2.00	1.00	1.00	1.54	0.46	1.00	1.00	1.00
Final Sat.:	1700	5311	89	3200	3600	1800	1700	2777	823	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.02	0.20	0.06	0.02	0.01	0.01	0.00	0.02	0.22
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.39	0.39	0.06	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.44	0.35	0.35	0.35	0.44	0.14	0.05	0.02	0.02	0.01	0.04	0.44
Delay/Veh:	74.3	21.4	21.4	46.5	19.3	16.5	13.5	13.3	13.3	13.2	13.4	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	21.4	21.4	46.5	19.3	16.5	13.5	13.3	13.3	13.2	13.4	17.1
LOS by Move:	E	C	C	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	6	6	2	8	2	1	0	0	0	1	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.1
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0	0 0 2	2	0	3 0 0	0	0	3 0 1
Volume Module: >> Count Date: 24 Mar 2005 << 0800-0900												
Base Vol:	0	0	0	514	0	252	299	1265	0	0	1276	355
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	530	0	260	308	1303	0	0	1315	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	9	4	29	0	0	68	1
Initial Fut:	0	0	0	530	0	269	312	1332	0	0	1383	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	530	0	269	312	1332	0	0	1383	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	530	0	269	312	1332	0	0	1383	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	530	0	269	312	1332	0	0	1383	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	3200	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.07	0.10	0.25	0.00	0.00	0.26	0.20
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.58	0.35	0.35	0.00	0.00	0.36	0.59
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.13	0.28	0.71	0.00	0.00	0.71	0.34
Delay/Veh:	0.0	0.0	0.0	38.5	0.0	9.6	23.8	29.6	0.0	0.0	28.8	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.5	0.0	9.6	23.8	29.6	0.0	0.0	28.8	10.6
LOS by Move:	A	A	A	D	A	A	C	C	A	A	C	B
HCM2kAvgQ:	0	0	0	10	0	2	4	14	0	0	14	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.1
Optimal Cycle:	20	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	1 0 1	1	0	1 0 1	1	1	0 0 1
Volume Module: >> Count Date: 20 Apr 2005 << 0745-0845												
Base Vol:	153	288	61	188	195	85	11	8	25	113	66	249
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	158	297	63	194	201	88	11	8	26	116	68	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	4	0	0	0	0	0	0	11	0	0
Initial Fut:	158	297	67	194	201	88	11	8	26	127	68	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	297	67	194	201	88	11	8	26	127	68	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	297	67	194	201	88	11	8	26	127	68	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	297	67	194	201	88	11	8	26	127	68	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.69	1.31	1.00	0.98	1.02	1.00	1.00	1.00	1.00	1.32	0.68	1.00
Final Sat.:	1249	2351	1800	1767	1833	1800	1700	1800	1800	2281	1217	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.04	0.11	0.11	0.05	0.01	0.00	0.01	0.06	0.06	0.14
Crit Moves:		****							****			****
Green/Cycle:	0.42	0.42	0.89	0.42	0.42	0.42	0.05	0.05	0.05	0.47	0.47	0.47
Volume/Cap:	0.30	0.30	0.04	0.26	0.26	0.12	0.14	0.10	0.30	0.12	0.12	0.30
Delay/Veh:	19.4	19.4	0.6	19.0	19.0	17.8	46.5	46.1	48.0	14.7	14.7	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	0.6	19.0	19.0	17.8	46.5	46.1	48.0	14.7	14.7	16.4
LOS by Move:	B	B	A	B	B	B	D	D	D	B	B	B
HCM2kAvgQ:	5	5	0	4	4	2	0	0	1	2	2	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.8
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	42	322	59	64	101	192	49	997	25	40	1232	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	16	0	0	0	10	19	4	9	9	0	12	0
Initial Fut:	58	322	59	64	111	211	53	1006	34	40	1244	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:	58	322	59	64	111	211	53	1006	34	40	1244	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	322	59	64	111	211	53	1006	34	40	1244	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.:	58	322	59	64	111	211	53	1006	34	40	1244	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.03	0.04	0.06	0.12	0.03	0.28	0.02	0.02	0.35	0.05
Crit Moves:		****					****				****	
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.59	0.59	0.05	0.58	0.58
Volume/Cap:	0.11	0.59	0.11	0.12	0.20	0.39	0.59	0.48	0.03	0.48	0.59	0.09
Delay/Veh:	25.3	31.4	25.2	25.4	26.1	28.0	56.3	12.0	8.7	50.4	13.7	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	31.4	25.2	25.4	26.1	28.0	56.3	12.0	8.7	50.4	13.7	9.1
LOS by Move:	C	C	C	C	C	C	E	B	A	D	B	A
HCM2kAvgQ:	1	9	1	2	3	5	3	9	0	2	13	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.0
Optimal Cycle:	34	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	45	344	107	25	117	50	34	851	73	57	1000	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	12	2	0	0	85	0	0	95	4
Initial Fut:	45	347	107	37	119	50	34	936	73	57	1095	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:	45	347	107	37	119	50	34	936	73	57	1095	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	347	107	37	119	50	34	936	73	57	1095	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.:	45	347	107	37	119	50	34	936	73	57	1095	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.76	0.24	1.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1375	425	1700	1265	535	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.02	0.09	0.09	0.02	0.26	0.04	0.03	0.30	0.03
Crit Moves:		****						****			****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.03	0.47	0.47	0.06	0.50	0.50
Volume/Cap:	0.06	0.61	0.61	0.05	0.23	0.23	0.61	0.55	0.09	0.55	0.61	0.05
Delay/Veh:	17.8	24.7	24.7	17.7	19.3	19.3	66.4	19.5	14.8	52.2	18.9	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	24.7	24.7	17.7	19.3	19.3	66.4	19.5	14.8	52.2	18.9	13.1
LOS by Move:	B	C	C	B	B	B	E	B	B	D	B	B
HCM2kAvgQ:	1	12	12	1	4	4	2	11	1	3	13	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.214
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 0745-0845												
Base Vol:	152	479	67	16	349	12	16	52	17	59	120	53
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	157	494	69	16	360	12	16	54	18	61	124	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	5	0	0	0	0
Initial Fut:	157	494	69	16	360	12	16	59	18	61	124	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:	157	494	69	16	360	12	16	59	18	61	124	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	494	69	16	360	12	16	59	18	61	124	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.:	157	494	69	16	360	12	16	59	18	61	124	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.75	0.25	1.00	1.93	0.07	1.00	1.54	0.46	1.00	1.39	0.61
Final Sat.:	1700	3158	442	1700	3480	120	1700	2771	829	1700	2497	1103
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.10	0.10	0.01	0.02	0.02	0.04	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.13	0.21	0.21	0.01	0.14	0.14	0.04	0.09	0.09	0.15	0.21	0.21
Delay/Veh:	4.1	4.4	4.4	3.7	4.1	4.1	29.9	30.3	30.3	30.9	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	4.4	4.4	3.7	4.1	4.1	29.9	30.3	30.3	30.9	31.2	31.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	3	3	0	2	2	0	1	1	2	2	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Protected			Protected			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1 0	1	1 0	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	232	359	88	179	225	66	162	1208	123				105	1549	144			
Added Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
APPRVD PROJ:	0	0	0	0	0	0	0	29	0				0	67	0			
Initial Fut:	232	359	88	179	225	66	162	1237	123				105	1616	144			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	232	359	88	179	225	66	162	1237	123				105	1616	144			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
Reduced Vol:	232	359	88	179	225	66	162	1237	123				105	1616	144			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	232	359	88	179	225	66	162	1237	123				105	1616	144			
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	1.61	0.39	1.00	1.55	0.45	2.00	2.73	0.27				2.00	3.67	0.33			
Final Sat.:	1700	2893	707	1700	2783	817	3200	4913	487				3200	6610	590			
Capacity Analysis Module:																		
Vol/Sat:	0.14	0.12	0.12	0.11	0.08	0.08	0.05	0.25	0.25				0.03	0.24	0.24			
Crit Moves:		****		****			****							****				
Green/Cycle:	0.25	0.22	0.22	0.19	0.15	0.15	0.09	0.46	0.46				0.06	0.43	0.43			
Volume/Cap:	0.54	0.57	0.57	0.57	0.54	0.54	0.54	0.55	0.55				0.55	0.57	0.57			
Delay/Veh:	33.7	36.0	36.0	39.6	40.4	40.4	46.5	19.9	19.9				49.1	21.8	21.8			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	33.7	36.0	36.0	39.6	40.4	40.4	46.5	19.9	19.9				49.1	21.8	21.8			
LOS by Move:	C	D	D	D	D	D	D	B	B				D	C	C			
HCM2kAvgQ:	7	7	7	6	5	5	4	11	11				3	11	11			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 10 May 2005 << 0745-0845																								
Base Vol:	3	461	3		74	326	86		107	3	8		4	13	124									
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	3	475	3		76	336	89		110	3	8		4	13	128									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0									
Initial Fut:	3	475	3		76	336	89		110	3	8		4	13	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:	3	475	3		76	336	89		110	3	8		4	13	128									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	3	475	3		76	336	89		110	3	8		4	13	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.:	3	475	3		76	336	89		110	3	8		4	13	128									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95									
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		0.97	0.03	1.00		0.24	0.76	1.00									
Final Sat.:	1700	1800	1800		1700	1800	1800		1751	49	1800		424	1376	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.26	0.00		0.04	0.19	0.05		0.06	0.06	0.00		0.01	0.01	0.07									
Crit Moves:		****													****									
Green/Cycle:	0.76	0.76	0.76		0.76	0.76	0.76		0.20	0.20	0.20		0.20	0.20	0.20									
Volume/Cap:	0.00	0.35	0.00		0.06	0.25	0.07		0.31	0.31	0.02		0.05	0.05	0.35									
Delay/Veh:	3.0	4.2	3.0		3.1	3.7	3.1		34.3	34.3	31.9		32.1	32.1	34.7									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	3.0	4.2	3.0		3.1	3.7	3.1		34.3	34.3	31.9		32.1	32.1	34.7									
LOS by Move:	A	A	A		A	A	A		C	C	C		C	C	C									
HCM2kAvgQ:	0	5	0		1	3	1		3	3	0		0	0	4									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		1	0	0	0	1	
Volume Module: >> Count Date: 10 May 2005 << 0700-0800																								
Base Vol:	87	523	0		7	349	16		18	11	42		4	0	18									
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	90	539	0		7	360	16		19	11	43		4	0	19									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0									
Initial Fut:	90	539	0		7	360	16		19	11	43		4	0	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:	90	539	0		7	360	16		19	11	43		4	0	19									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	90	539	0		7	360	16		19	11	43		4	0	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.:	90	539	0		7	360	16		19	11	43		4	0	19									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95									
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		0.62	0.38	1.00		1.00	0.00	1.00									
Final Sat.:	1700	1800	1800		1700	1800	1800		1117	683	1800		1700	0	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.30	0.00		0.00	0.20	0.01		0.02	0.02	0.02		0.00	0.00	0.01									
Crit Moves:		****								****														
Green/Cycle:	0.91	0.91	0.00		0.91	0.91	0.91		0.05	0.05	0.05		0.05	0.00	0.05									
Volume/Cap:	0.06	0.33	0.00		0.00	0.22	0.01		0.33	0.33	0.48		0.05	0.00	0.20									
Delay/Veh:	0.4	0.7	0.0		0.4	0.6	0.4		48.0	48.0	50.1		45.4	0.0	46.7									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	0.4	0.7	0.0		0.4	0.6	0.4		48.0	48.0	50.1		45.4	0.0	46.7									
LOS by Move:	A	A	A		A	A	A		D	D	D		D	A	D									
HCM2kAvgQ:	0	3	0		0	1	0		1	1	2		0	0	1									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.6
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	8	0	7	0	0	0	0	1833	33	68	1426	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	56	0	0	32	0
Initial Fut:	8	0	7	0	0	0	0	1889	33	68	1458	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	1889	33	68	1458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	7	0	0	0	0	1889	33	68	1458	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	1889	33	68	1458	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.95	0.05	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5307	93	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.04	0.40	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.84	0.84	0.09	0.93	0.00
Volume/Cap:	0.44	0.00	0.36	0.00	0.00	0.00	0.00	0.43	0.43	0.43	0.44	0.00
Delay/Veh:	64.4	0.0	59.8	0.0	0.0	0.0	0.0	2.2	2.2	44.6	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	0.0	59.8	0.0	0.0	0.0	0.0	2.2	2.2	44.6	0.5	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	6	6	3	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	133	29	237	2	9	8	16	1487	104	114	881	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	2	0	4	0	0	0	0	28	0	1	70	0
Initial Fut:	135	29	241	2	9	8	16	1515	104	115	951	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:	135	29	241	2	9	8	16	1515	104	115	951	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	29	241	2	9	8	16	1515	104	115	951	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.:	135	29	241	2	9	8	16	1515	104	115	951	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.82	0.18	1.00	1.00	0.53	0.47	2.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1483	317	1800	1700	953	847	3200	5053	347	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.13	0.00	0.01	0.01	0.01	0.30	0.30	0.07	0.18	0.00
Crit Moves:		****						****		****		
Green/Cycle:	0.19	0.19	0.33	0.19	0.19	0.19	0.02	0.61	0.61	0.14	0.73	0.73
Volume/Cap:	0.49	0.49	0.41	0.01	0.05	0.05	0.24	0.49	0.49	0.49	0.24	0.01
Delay/Veh:	36.9	36.9	26.5	33.1	33.5	33.5	49.9	10.7	10.7	41.3	4.4	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	36.9	26.5	33.1	33.5	33.5	49.9	10.7	10.7	41.3	4.4	3.6
LOS by Move:	D	D	C	C	C	C	D	B	B	D	A	A
HCM2kAvgQ:	5	5	6	0	0	0	1	10	10	4	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.5
Optimal Cycle:	17	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 12 May 2005 << 0730-0830												
Base Vol:	10	233	126	113	122	67	131	658	7	29	579	74
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	10	240	130	116	126	69	135	678	7	30	597	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	1	0	0	0	6	0	0	6	0
Initial Fut:	10	240	130	117	126	69	135	684	7	30	603	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:	10	240	130	117	126	69	135	684	7	30	603	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	240	130	117	126	69	135	684	7	30	603	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.:	10	240	130	117	126	69	135	684	7	30	603	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.04	0.96	1.00	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	74	1726	1800	869	931	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.07	0.14	0.14	0.04	0.08	0.19	0.00	0.02	0.17	0.04
Crit Moves:		****						****				
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.34	0.34	0.18	0.33	0.33	0.09	0.14	0.34	0.01	0.03	0.30	0.08
Delay/Veh:	20.8	20.8	19.1	20.7	20.7	18.4	10.9	12.4	10.0	10.1	12.0	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	19.1	20.7	20.7	18.4	10.9	12.4	10.0	10.1	12.0	10.4
LOS by Move:	C	C	B	C	C	B	B	B	A	B	B	B
HCM2kAvgQ:	6	6	3	5	5	1	2	6	0	0	5	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	324	7	280	9	2	0	1	962	181	164	769	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	7	0	0	0	0	149	0	3	143	0
Initial Fut:	324	7	287	9	2	0	1	1111	181	167	912	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:	324	7	287	9	2	0	1	1111	181	167	912	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	7	287	9	2	0	1	1111	181	167	912	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.:	324	7	287	9	2	0	1	1111	181	167	912	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.53	0.02	1.45	1.00	1.00	0.00	1.00	2.58	0.42	1.00	2.00	1.00
Final Sat.:	2650	41	2612	1700	1800	0	1700	4642	758	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.11	0.01	0.00	0.00	0.00	0.24	0.24	0.10	0.25	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.01	0.01	0.00	0.00	0.41	0.41	0.17	0.58	0.58
Volume/Cap:	0.40	0.58	0.36	0.58	0.12	0.00	0.43	0.58	0.58	0.58	0.43	0.00
Delay/Veh:	27.6	30.0	27.2	92.4	52.3	0.0	143.6	22.9	22.9	41.1	11.8	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	30.0	27.2	92.4	52.3	0.0	143.6	22.9	22.9	41.1	11.8	8.7
LOS by Move:	C	C	C	F	D	A	F	C	C	D	B	A
HCM2kAvgQ:	6	9	5	1	0	0	0	11	11	6	8	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.9
Optimal Cycle:	29	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	69	305	257	112	257	62	79	600	40	256	613	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	7	0	0	3	0	0	33	0	0	77	0
Initial Fut:	69	312	257	112	260	62	79	633	40	256	690	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:	69	312	257	112	260	62	79	633	40	256	690	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	312	257	112	260	62	79	633	40	256	690	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.:	69	312	257	112	260	62	79	633	40	256	690	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.14	0.07	0.07	0.03	0.05	0.18	0.02	0.15	0.19	0.04
Crit Moves:		****						****			****	
Green/Cycle:	0.33	0.33	0.61	0.33	0.33	0.33	0.12	0.33	0.33	0.28	0.49	0.49
Volume/Cap:	0.12	0.53	0.23	0.20	0.22	0.11	0.39	0.53	0.07	0.53	0.39	0.09
Delay/Veh:	23.8	28.4	9.0	24.5	24.6	23.6	41.8	27.6	23.0	31.4	16.0	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	28.4	9.0	24.5	24.6	23.6	41.8	27.6	23.0	31.4	16.0	13.4
LOS by Move:	C	C	A	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	2	9	4	3	3	1	3	9	1	8	7	1

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	475	668	141	21	342	37	49	645	202	184	831	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	4	7	4	0	3	0	0	49	2	2	47	0
Initial Fut:	479	675	145	21	345	37	49	694	204	186	878	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:	479	675	145	21	345	37	49	694	204	186	878	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	675	145	21	345	37	49	694	204	186	878	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.:	479	675	145	21	345	37	49	694	204	186	878	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2963	637	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.28	0.23	0.23	0.01	0.10	0.02	0.03	0.19	0.11	0.11	0.24	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.39	0.49	0.49	0.03	0.13	0.13	0.04	0.26	0.26	0.15	0.37	0.37
Volume/Cap:	0.73	0.46	0.46	0.46	0.73	0.16	0.66	0.73	0.43	0.73	0.66	0.10
Delay/Veh:	35.5	20.2	20.2	65.0	55.7	46.5	75.8	43.1	37.2	58.7	32.6	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	20.2	20.2	65.0	55.7	46.5	75.8	43.1	37.2	58.7	32.6	24.8
LOS by Move:	D	C	C	E	E	D	E	D	D	E	C	C
HCM2kAvgQ:	18	10	10	1	8	1	3	13	7	9	15	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 12 May 2005 << 0745-0845												
Base Vol:	273	1147	33	42	612	39	64	25	140	19	84	39
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	281	1182	34	43	631	40	66	26	144	20	87	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	1	0	0	3	0	0	0	0	0	0	0
Initial Fut:	281	1183	34	43	634	40	66	26	144	20	87	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:	281	1183	34	43	634	40	66	26	144	20	87	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1183	34	43	634	40	66	26	144	20	87	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.:	281	1183	34	43	634	40	66	26	144	20	87	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.72	0.28	1.00	0.18	0.82	1.00
Final Sat.:	1700	3499	101	1700	3600	1800	1294	506	1800	332	1468	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.03	0.18	0.02	0.05	0.05	0.08	0.06	0.06	0.02
Crit Moves:		****							****			
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.21	0.44	0.44	0.03	0.23	0.03	0.28	0.28	0.44	0.32	0.32	0.12
Delay/Veh:	3.1	3.9	3.9	2.6	3.1	2.6	35.5	35.5	37.1	35.9	35.9	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.1	3.9	3.9	2.6	3.1	2.6	35.5	35.5	37.1	35.9	35.9	34.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	C
HCM2kAvgQ:	3	7	7	0	3	0	3	3	5	3	3	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 3	0 1	0	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	29	1240	6	21	710	34	105	57	38	11	50	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	1	0	0	3	0	0	0	0	0	0	0
Initial Fut:	29	1241	6	21	713	34	105	57	38	11	50	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:	29	1241	6	21	713	34	105	57	38	11	50	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1241	6	21	713	34	105	57	38	11	50	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.:	29	1241	6	21	713	34	105	57	38	11	50	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.00	1.00	0.18	0.82	1.00
Final Sat.:	1700	3582	18	1700	3436	164	1700	1800	1800	330	1470	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.01	0.21	0.21	0.06	0.03	0.02	0.03	0.03	0.07
Crit Moves:		****										****
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.02	0.43	0.43	0.02	0.26	0.26	0.38	0.19	0.13	0.21	0.21	0.43
Delay/Veh:	2.1	3.2	3.2	2.1	2.6	2.6	38.3	36.6	36.1	36.7	36.7	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	3.2	3.2	2.1	2.6	2.6	38.3	36.6	36.1	36.7	36.7	38.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	0	3	3	4	2	1	2	2	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	11	1163	103		34	736	4		12	33	7		143	19	47									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	1	0		0	3	0		0	0	0		0	0	0									
Initial Fut:	11	1164	103		34	739	4		12	33	7		143	19	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:	11	1164	103		34	739	4		12	33	7		143	19	47									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	11	1164	103		34	739	4		12	33	7		143	19	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.:	11	1164	103		34	739	4		12	33	7		143	19	47									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95									
Lanes:	1.00	2.00	1.00		1.00	1.99	0.01		0.27	0.73	1.00		1.00	1.00	1.00									
Final Sat.:	1700	3600	1800		1700	3580	20		491	1309	1800		1700	1800	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.32	0.06		0.02	0.21	0.21		0.03	0.03	0.00		0.08	0.01	0.03									
Crit Moves:		****											****											
Green/Cycle:	0.76	0.76	0.76		0.76	0.76	0.76		0.20	0.20	0.20		0.20	0.20	0.20									
Volume/Cap:	0.01	0.42	0.08		0.03	0.27	0.27		0.13	0.13	0.02		0.42	0.05	0.13									
Delay/Veh:	2.9	4.3	3.0		2.9	3.6	3.6		33.1	33.1	32.3		35.9	32.5	33.2									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	2.9	4.3	3.0		2.9	3.6	3.6		33.1	33.1	32.3		35.9	32.5	33.2									
LOS by Move:	A	A	A		A	A	A		C	C	C		D	C	C									
HCM2kAvgQ:	0	7	1		0	4	4		1	1	0		5	0	1									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.5
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:	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:	1.03		1.03	1.03			1.03		1.03	1.03			1.03	1.03	1.03		1.03	1.03		1.03				
Initial Bse:	542		0	152			0		0	0			0	1293	251		121	1176		0				
Added Vol:	0		0	0			0		0	0			0	0	0		0	0		0				
APPRVD PROJ:	0		0	0			0		0	0			0	108	0		0	61		0				
Initial Fut:	542		0	152			0		0	0			0	1401	251		121	1237		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:	542		0	152			0		0	0			0	1401	251		121	1237		0				
Reduct Vol:	0		0	0			0		0	0			0	0	0		0	0		0				
Reduced Vol:	542		0	152			0		0	0			0	1401	251		121	1237		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.:	542		0	152			0		0	0			0	1401	251		121	1237		0				
Saturation Flow Module:																								
Sat/Lane:	1900		1900	1900			1900		1900	1900			1900	1900	1900		1900	1900		1900				
Adjustment:	0.89		0.95	0.95			0.89		0.95	0.95			0.89	0.95	0.95		0.89	0.95		0.95				
Lanes:	1.00		0.00	1.00			0.00		0.00	0.00			0.00	2.00	1.00		1.00	2.00		0.00				
Final Sat.:	1700		0	1800			0		0	0			0	3600	1800		1700	3600		0				
Capacity Analysis Module:																								
Vol/Sat:	0.32		0.00	0.08			0.00		0.00	0.00			0.00	0.39	0.14		0.07	0.34		0.00				
Crit Moves:	****													****										
Green/Cycle:	0.43		0.00	0.43			0.00		0.00	0.00			0.00	0.53	0.53		0.53	0.53		0.00				
Volume/Cap:	0.74		0.00	0.20			0.00		0.00	0.00			0.00	0.74	0.26		0.13	0.65		0.00				
Delay/Veh:	27.6		0.0	17.7			0.0		0.0	0.0			0.0	19.8	13.1		12.1	17.8		0.0				
User DelAdj:	1.00		1.00	1.00			1.00		1.00	1.00			1.00	1.00	1.00		1.00	1.00		1.00				
AdjDel/Veh:	27.6		0.0	17.7			0.0		0.0	0.0			0.0	19.8	13.1		12.1	17.8		0.0				
LOS by Move:	C		A	B			A		A	A			A	B	B		B	B		A				
HCM2kAvgQ:	17		0	3			0		0	0			0	18	4		2	15		0				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.0
Optimal Cycle: 104 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 7 Apr 2005 << 0745-0845												
Base Vol:	373	704	257	239	866	168	180	815	290	186	728	237
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	384	725	265	246	892	173	185	840	299	192	750	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	48	0	0	49	0	0	5	0	0	2	0
Initial Fut:	384	773	265	246	941	173	185	845	299	192	752	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	773	265	246	941	173	185	845	299	192	752	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	773	265	246	941	173	185	845	299	192	752	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	384	773	265	246	941	173	185	845	299	192	752	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.15	0.14	0.26	0.10	0.11	0.23	0.17	0.11	0.21	0.14
Crit Moves:	****				****			****		****		
Green/Cycle:	0.25	0.33	0.33	0.22	0.29	0.29	0.13	0.26	0.26	0.13	0.26	0.26
Volume/Cap:	0.89	0.66	0.45	0.66	0.89	0.33	0.82	0.89	0.63	0.89	0.82	0.53
Delay/Veh:	63.9	36.2	32.6	47.1	50.7	33.6	71.0	53.6	41.9	86.0	48.0	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	36.2	32.6	47.1	50.7	33.6	71.0	53.6	41.9	86.0	48.0	39.7
LOS by Move:	E	D	C	D	D	C	E	D	D	F	D	D
HCM2kAvgQ:	19	14	8	10	21	5	10	19	11	11	16	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 59 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	897	529	266	1013	16	62	1318	83	301	824	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	48	0	0	49	0	0	2	0	0	0	0
Initial Fut:	54	945	529	266	1062	16	62	1320	83	301	824	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:	54	945	529	266	1062	16	62	1320	83	301	824	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	945	529	266	1062	16	62	1320	83	301	824	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.:	54	945	529	266	1062	16	62	1320	83	301	824	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	5079	321	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.29	0.16	0.29	0.01	0.04	0.26	0.26	0.09	0.23	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.05	0.26	0.39	0.21	0.42	0.42	0.06	0.34	0.34	0.12	0.40	0.40
Volume/Cap:	0.70	0.67	0.76	0.76	0.70	0.02	0.57	0.76	0.76	0.76	0.57	0.18
Delay/Veh:	81.0	40.8	36.9	54.3	29.8	20.2	61.6	37.0	37.0	59.2	28.4	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	40.8	36.9	54.3	29.8	20.2	61.6	37.0	37.0	59.2	28.4	23.3
LOS by Move:	F	D	D	D	C	C	E	D	D	E	C	C
HCM2kAvgQ:	4	12	19	12	17	0	3	17	17	8	13	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 73 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module: >> Count Date: 10 May 2005 << 0730-0830												
Base Vol:	69	1286	151	118	1165	96	246	475	12	284	474	107
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	71	1325	156	122	1200	99	253	489	12	293	488	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	2	52	0	0	45	4	22	0	0	0	0	0
Initial Fut:	73	1377	156	122	1245	103	275	489	12	293	488	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:	73	1377	156	122	1245	103	275	489	12	293	488	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1377	156	122	1245	103	275	489	12	293	488	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.:	73	1377	156	122	1245	103	275	489	12	293	488	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3511	89	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.09	0.07	0.35	0.06	0.16	0.14	0.14	0.17	0.14	0.06
Crit Moves:		****			****				****		****	
Green/Cycle:	0.06	0.46	0.46	0.09	0.49	0.49	0.20	0.17	0.17	0.21	0.17	0.17
Volume/Cap:	0.71	0.83	0.19	0.83	0.71	0.12	0.80	0.83	0.83	0.83	0.80	0.36
Delay/Veh:	67.0	27.4	16.1	76.5	21.7	14.1	49.8	49.9	49.9	53.4	46.9	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	27.4	16.1	76.5	21.7	14.1	49.8	49.9	49.9	53.4	46.9	37.4
LOS by Move:	E	C	B	E	C	B	D	D	D	D	D	D
HCM2kAvgQ:	4	22	3	6	17	2	11	10	10	12	10	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	1 0	2	0 2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 0745-0845												
Base Vol:	119	980	593	109	1319	158	167	1058	59	476	671	76
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	123	1010	611	112	1359	163	172	1090	61	490	691	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	44	0	0	20	0	81	158	56	40	0	32	29
Initial Fut:	167	1010	611	132	1359	244	330	1146	101	490	723	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:	167	1010	611	132	1359	244	330	1146	101	490	723	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1010	611	132	1359	244	330	1146	101	490	723	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.:	167	1010	611	132	1359	244	330	1146	101	490	723	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	4963	437	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.34	0.08	0.25	0.14	0.19	0.23	0.23	0.15	0.20	0.06
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.39	0.39	0.09	0.35	0.35	0.22	0.27	0.27	0.18	0.23	0.23
Volume/Cap:	0.73	0.48	0.87	0.87	0.73	0.39	0.87	0.85	0.85	0.85	0.87	0.26
Delay/Veh:	61.1	27.6	45.2	92.1	35.9	30.2	64.0	46.0	46.0	58.6	54.3	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	27.6	45.2	92.1	35.9	30.2	64.0	46.0	46.0	58.6	54.3	38.1
LOS by Move:	E	C	D	F	D	C	E	D	D	E	D	D
HCM2kAvgQ:	8	10	25	8	16	7	16	18	18	13	16	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.9
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	274	1350	16				177	998	209				511	367	134				8	161	52			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	8	0	34				0	0	0				0	997	118				42	524	176			
Initial Fut:	282	1350	50				177	998	209				511	1364	252				50	685	228			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	1350	50				177	998	209				511	1364	252				50	685	228			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	282	1350	50				177	998	209				511	1364	252				50	685	228			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	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	1350	50				177	998	209				511	1364	252				50	685	228			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	3.00	1.00				2.00	3.00	1.00				2.00	2.00	1.00				2.00	2.00	1.00			
Final Sat.:	3200	5400	1800				3200	5400	1800				3200	3600	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.25	0.03				0.06	0.18	0.12				0.16	0.38	0.14				0.02	0.19	0.13			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.13	0.33	0.33				0.07	0.28	0.28				0.24	0.51	0.51				0.02	0.29	0.29			
Volume/Cap:	0.67	0.75	0.08				0.75	0.67	0.42				0.67	0.75	0.28				0.75	0.67	0.44			
Delay/Veh:	53.8	37.4	27.5				67.0	39.8	36.2				43.4	25.4	17.2				95.4	39.4	35.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	53.8	37.4	27.5				67.0	39.8	36.2				43.4	25.4	17.2				95.4	39.4	35.6			
LOS by Move:	D	D	C				E	D	D				D	C	B				F	D	D			
HCM2kAvgQ:	7	17	1				5	12	7				11	22	5				2	12	7			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	42	633	208				299	427	55				77	556	14				133	560	256			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	149	0				0	143	0			
Initial Fut:	42	633	208				299	427	55				77	705	14				133	703	256			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	633	208				299	427	55				77	705	14				133	703	256			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	42	633	208				299	427	55				77	705	14				133	703	256			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	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	633	208				299	427	55				77	705	14				133	703	256			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	1.77	0.23				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3191	409				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.18	0.12				0.18	0.13	0.13				0.05	0.20	0.01				0.08	0.20	0.14			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.08	0.26	0.26				0.26	0.44	0.44				0.08	0.29	0.29				0.11	0.33	0.33			
Volume/Cap:	0.31	0.68	0.45				0.68	0.31	0.31				0.60	0.68	0.03				0.68	0.60	0.43			
Delay/Veh:	44.6	35.4	31.8				37.7	18.5	18.5				52.2	33.4	25.6				51.8	29.0	26.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	44.6	35.4	31.8				37.7	18.5	18.5				52.2	33.4	25.6				51.8	29.0	26.9			
LOS by Move:	D	D	C				D	B	B				D	C	C				D	C	C			
HCM2kAvgQ:	2	10	6				10	5	5				4	11	0				6	10	7			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	33	25	237	16	47	80	726	3	11	968	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	53	0	0	49	0
Initial Fut:	9	33	25	237	16	47	80	779	3	11	1017	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	33	25	237	16	47	80	779	3	11	1017	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	33	25	237	16	47	80	779	3	11	1017	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	33	25	237	16	47	80	779	3	11	1017	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.14	0.49	0.37	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	249	886	665	1683	117	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.03	0.05	0.22	0.00	0.01	0.28	0.09
Crit Moves:		****			****						****	
Green/Cycle:	0.08	0.08	0.08	0.29	0.29	0.29	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.49	0.49	0.49	0.49	0.49	0.09	0.08	0.38	0.00	0.01	0.49	0.15
Delay/Veh:	47.1	47.1	47.1	30.3	30.3	26.2	9.4	11.5	9.0	9.0	12.7	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	47.1	47.1	30.3	30.3	26.2	9.4	11.5	9.0	9.0	12.7	9.9
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	3	3	3	7	7	1	1	7	0	0	10	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	148	74	84	19	50	26	38	1149	88	95	1516	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	50	0	0	54	0
Initial Fut:	148	74	84	19	50	26	38	1199	88	95	1570	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:	148	74	84	19	50	26	38	1199	88	95	1570	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	74	84	19	50	26	38	1199	88	95	1570	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.:	148	74	84	19	50	26	38	1199	88	95	1570	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.80	0.20	1.00	2.96	0.04
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5032	368	1700	5333	67
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.05	0.01	0.03	0.01	0.02	0.24	0.24	0.06	0.29	0.29
Crit Moves:	****										****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.40	0.19	0.21	0.05	0.13	0.07	0.03	0.32	0.32	0.08	0.40	0.40
Delay/Veh:	34.1	32.0	32.2	30.8	31.5	31.0	3.5	4.5	4.5	3.6	4.8	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	32.0	32.2	30.8	31.5	31.0	3.5	4.5	4.5	3.6	4.8	4.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	2	2	1	1	1	0	5	5	1	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	56	36	70		15	27	2		21	1334	55		45	1201	12	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	252	0		0	265	0	
Initial Fut:	56	36	70		15	27	2		21	1586	55		45	1466	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:	56	36	70		15	27	2		21	1586	55		45	1466	12	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	36	70		15	27	2		21	1586	55		45	1466	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.:	56	36	70		15	27	2		21	1586	55		45	1466	12	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00		0.37	0.63	1.00		1.00	2.00	1.00		1.00	1.98	0.02	
Final Sat.:	1700	1800	1800		659	1141	1800		1700	3600	1800		1700	3570	30	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.04		0.02	0.02	0.00		0.01	0.44	0.03		0.03	0.41	0.41	
Crit Moves:			****							****						
Green/Cycle:	0.08	0.08	0.08		0.08	0.08	0.08		0.88	0.88	0.88		0.88	0.88	0.88	
Volume/Cap:	0.42	0.26	0.50		0.30	0.30	0.01		0.01	0.50	0.03		0.03	0.47	0.47	
Delay/Veh:	46.1	44.4	47.0		44.7	44.7	42.6		0.7	1.4	0.7		0.7	1.3	1.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.1	44.4	47.0		44.7	44.7	42.6		0.7	1.4	0.7		0.7	1.3	1.3	
LOS by Move:	D	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	2	1	3		2	2	0		0	6	0		0	5	5	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	180	467	27		200	491	166		112	548	78		67	787	142	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	9	0		0	0	0		0	5	0		0	2	0	
Initial Fut:	180	476	27		200	491	166		112	553	78		67	789	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:	180	476	27		200	491	166		112	553	78		67	789	142	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	476	27		200	491	166		112	553	78		67	789	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.:	180	476	27		200	491	166		112	553	78		67	789	142	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.89	0.11		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3408	192		1700	3600	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.14	0.14		0.12	0.14	0.09		0.07	0.15	0.04		0.04	0.22	0.08	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.19	0.24	0.24		0.20	0.25	0.25		0.11	0.39	0.39		0.10	0.37	0.37	
Volume/Cap:	0.56	0.59	0.59		0.59	0.56	0.38		0.59	0.40	0.11		0.40	0.59	0.21	
Delay/Veh:	38.8	34.9	34.9		39.0	33.8	31.9		47.0	22.5	19.8		43.8	26.0	21.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.8	34.9	34.9		39.0	33.8	31.9		47.0	22.5	19.8		43.8	26.0	21.6	
LOS by Move:	D	C	C		D	C	C		D	C	B		D	C	C	
HCM2kAvgQ:	6	8	8		7	7	5		5	7	2		3	11	3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0	1	0	1 1 0	1	0	1 0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	100	467	61	41	495	36	48	129	97	94	214	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	9	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	476	61	41	495	36	48	129	97	94	214	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:	100	476	61	41	495	36	48	129	97	94	214	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	476	61	41	495	36	48	129	97	94	214	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.:	100	476	61	41	495	36	48	129	97	94	214	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.35	1.65	1.00	0.15	1.85	1.00	0.27	0.73	1.00	0.30	0.70	1.00
Final Sat.:	625	2975	1800	277	3323	1800	492	1308	1800	548	1252	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.03	0.15	0.15	0.02	0.10	0.10	0.05	0.17	0.17	0.06
Crit Moves:		****									****	
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.34	0.34	0.07	0.32	0.32	0.04	0.20	0.20	0.11	0.34	0.34	0.13
Delay/Veh:	17.2	17.2	14.9	17.0	17.0	14.7	14.2	14.2	13.5	15.5	15.5	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	14.9	17.0	17.0	14.7	14.2	14.2	13.5	15.5	15.5	13.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	6	6	1	5	5	1	3	3	2	6	6	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	37	287	69	120	447	30	35	843	42	181	1083	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	9	0	0	0	0	0	2	0	0	0	0
Initial Fut:	37	296	69	120	447	30	35	845	42	181	1083	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:	37	296	69	120	447	30	35	845	42	181	1083	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	296	69	120	447	30	35	845	42	181	1083	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.:	37	296	69	120	447	30	35	845	42	181	1083	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.86	0.14	1.00	2.85	0.15
Final Sat.:	1700	3600	1800	1700	3375	225	1700	5143	257	1700	5127	273
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.04	0.07	0.13	0.13	0.02	0.16	0.16	0.11	0.21	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.18	0.18	0.15	0.28	0.28	0.05	0.36	0.36	0.23	0.54	0.54
Volume/Cap:	0.47	0.46	0.21	0.46	0.47	0.47	0.39	0.46	0.46	0.46	0.39	0.39
Delay/Veh:	50.7	37.3	35.4	39.9	29.8	29.8	48.7	24.9	24.9	33.9	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	37.3	35.4	39.9	29.8	29.8	48.7	24.9	24.9	33.9	13.7	13.7
LOS by Move:	D	D	D	D	C	C	D	C	C	C	B	B
HCM2kAvgQ:	2	5	2	4	7	7	2	8	8	6	7	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 6 Apr 2005 << 0730-0830												
Base Vol:	76	287	81	92	625	78	58	220	66	199	405	113
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	78	296	83	95	644	80	60	227	68	205	417	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	9	0	0	4	0	0	0	0	0	0	0
Initial Fut:	78	305	83	95	648	80	60	227	68	205	417	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:	78	305	83	95	648	80	60	227	68	205	417	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	305	83	95	648	80	60	227	68	205	417	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.:	78	305	83	95	648	80	60	227	68	205	417	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.57	0.43	1.00	1.78	0.22	1.00	1.54	0.46	1.00	1.56	0.44
Final Sat.:	1700	2826	774	1700	3203	397	1700	2769	831	1700	2815	785
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.20	0.20	0.04	0.08	0.08	0.12	0.15	0.15
Crit Moves:					****						****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.08	0.19	0.19	0.10	0.37	0.37	0.09	0.20	0.20	0.30	0.37	0.37
Delay/Veh:	10.5	11.2	11.2	10.6	12.6	12.6	18.3	19.3	19.3	20.3	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	11.2	11.2	10.6	12.6	12.6	18.3	19.3	19.3	20.3	20.9	20.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	3	3	2	7	7	1	3	3	5	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	80	295	125	132	612	233	73	1478	157	129	967	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	2	9	2	0	0	0	0	153	0	0	59	0
Initial Fut:	82	304	127	132	612	233	73	1631	157	129	1026	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:	82	304	127	132	612	233	73	1631	157	129	1026	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	304	127	132	612	233	73	1631	157	129	1026	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.:	82	304	127	132	612	233	73	1631	157	129	1026	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.45	0.55	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2608	992	1700	5400	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.07	0.08	0.23	0.23	0.04	0.30	0.09	0.08	0.29	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.04	0.19	0.19	0.18	0.33	0.33	0.07	0.43	0.43	0.11	0.46	0.46
Volume/Cap:	0.71	0.44	0.37	0.44	0.71	0.71	0.62	0.71	0.20	0.71	0.62	0.07
Delay/Veh:	66.0	36.2	35.8	37.9	31.3	31.3	54.5	24.7	18.2	55.4	20.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	36.2	35.8	37.9	31.3	31.3	54.5	24.7	18.2	55.4	20.9	14.9
LOS by Move:	E	D	D	D	C	C	D	C	B	E	C	B
HCM2kAvgQ:	3	5	4	4	13	13	4	15	3	6	13	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.252
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.7
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module: >> Count Date: 12 Apr 2005 << 0745-0845												
Base Vol:	0	650	292	86	788	0	0	0	0	19	0	18
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	670	301	89	812	0	0	0	0	20	0	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	12	0	0	1	0	0	0	0	0	0	0
Initial Fut:	0	682	301	89	813	0	0	0	0	20	0	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	682	301	89	813	0	0	0	0	20	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	682	301	89	813	0	0	0	0	20	0	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	682	301	89	813	0	0	0	0	20	0	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.17	0.05	0.23	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		
Green/Cycle:	0.00	0.89	0.89	0.89	0.89	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Volume/Cap:	0.00	0.21	0.19	0.06	0.25	0.00	0.00	0.00	0.00	0.25	0.00	0.23
Delay/Veh:	0.0	0.7	0.7	0.6	0.8	0.0	0.0	0.0	0.0	47.8	0.0	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.7	0.7	0.6	0.8	0.0	0.0	0.0	0.0	47.8	0.0	47.4
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	2	1	0	2	0	0	0	0	1	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.9
Optimal Cycle: 118 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	2	0 1	0 1	1	0 2	0 1
Volume Module: >> Count Date: 14 Apr 2005 << 0730-0830												
Base Vol:	74	637	93	66	576	167	197	67	74	50	794	54
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	76	656	96	68	593	172	203	69	76	52	818	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	12	0	0	1	0	0	1031	0	0	742	0
Initial Fut:	76	668	96	68	594	172	203	1100	76	52	1560	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:	76	668	96	68	594	172	203	1100	76	52	1560	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	668	96	68	594	172	203	1100	76	52	1560	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.:	76	668	96	68	594	172	203	1100	76	52	1560	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2792	808	3200	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.05	0.04	0.21	0.21	0.06	0.61	0.04	0.03	0.43	0.03
Crit Moves:					****			****		****		
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.09	0.66	0.66	0.03	0.60	0.60
Volume/Cap:	0.20	0.81	0.23	0.17	0.93	0.93	0.72	0.93	0.06	0.93	0.72	0.05
Delay/Veh:	31.3	42.5	31.7	31.2	54.3	54.3	53.1	27.6	6.1	143.0	15.1	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	42.5	31.7	31.2	54.3	54.3	53.1	27.6	6.1	143.0	15.1	8.2
LOS by Move:	C	D	C	C	D	D	D	C	A	F	B	A
HCM2kAvgQ:	2	13	3	2	16	16	5	36	1	4	18	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 0800-0900												
Base Vol:	88	676	76	100	215	86	22	18	21	7	14	6
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	91	696	78	103	222	89	23	19	22	7	14	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	0	0	0	1	6	0	1	0	0	0
Initial Fut:	91	702	78	103	222	90	29	19	23	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:	91	702	78	103	222	90	29	19	23	7	14	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	702	78	103	222	90	29	19	23	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.:	91	702	78	103	222	90	29	19	23	7	14	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.33	0.67	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1093	707	1800	600	1200	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.04	0.06	0.06	0.05	0.03	0.03	0.01	0.01	0.01	0.00
Crit Moves:		****						****				
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.06	0.23	0.05	0.07	0.07	0.06	0.23	0.23	0.11	0.11	0.11	0.03
Delay/Veh:	1.3	1.5	1.2	1.3	1.3	1.3	40.9	40.9	40.0	40.0	40.0	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.3	1.5	1.2	1.3	1.3	1.3	40.9	40.9	40.0	40.0	40.0	39.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	2	0	1	1	0	2	2	1	1	1	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	104	0	225	0	0	0	0	809	167	144	541	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	1115	0	0	448	0
Initial Fut:	104	0	225	0	0	0	0	1924	167	144	989	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:	104	0	225	0	0	0	0	1924	167	144	989	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	0	225	0	0	0	0	1924	167	144	989	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.:	104	0	225	0	0	0	0	1924	167	144	989	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.00	0.00	0.00	0.00	0.53	0.09	0.08	0.27	0.00
Crit Moves:			****					****				
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.34	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.12	0.11	0.35	0.00
Delay/Veh:	36.3	0.0	44.2	0.0	0.0	0.0	0.0	6.0	2.7	2.7	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	0.0	44.2	0.0	0.0	0.0	0.0	6.0	2.7	2.7	3.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	8	0	0	0	0	16	1	1	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.8
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 << 0715-0815												
Base Vol:	0	0	0	104	0	50	54	1097	0	0	906	78
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	107	0	52	56	1130	0	0	933	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	156	0	0	46	0
Initial Fut:	0	0	0	107	0	52	56	1286	0	0	979	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:	0	0	0	107	0	52	56	1286	0	0	979	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	52	56	1286	0	0	979	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.:	0	0	0	107	0	52	56	1286	0	0	979	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.03	0.36	0.00	0.00	0.27	0.04
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.82	0.82	0.00	0.00	0.82	0.82
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.20	0.04	0.44	0.00	0.00	0.33	0.05
Delay/Veh:	0.0	0.0	0.0	40.4	0.0	38.1	1.8	2.7	0.0	0.0	2.4	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.4	0.0	38.1	1.8	2.7	0.0	0.0	2.4	1.8
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	6	0	0	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	20	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	46	15	26	102	18	43	62	1116	104	56	940	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	79	0	0	130	0
Initial Fut:	46	15	26	102	18	43	62	1195	104	56	1070	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:	46	15	26	102	18	43	62	1195	104	56	1070	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	15	26	102	18	43	62	1195	104	56	1070	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.:	46	15	26	102	18	43	62	1195	104	56	1070	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.06	0.01	0.02	0.04	0.22	0.06	0.02	0.20	0.04
Crit Moves:				****			****				****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.12	0.69	0.69	0.05	0.63	0.63
Volume/Cap:	0.14	0.04	0.07	0.31	0.05	0.13	0.31	0.32	0.08	0.32	0.31	0.07
Delay/Veh:	33.8	33.0	33.2	35.3	33.1	33.6	41.5	6.1	5.0	46.5	8.5	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	33.0	33.2	35.3	33.1	33.6	41.5	6.1	5.0	46.5	8.5	7.1
LOS by Move:	C	C	C	D	C	C	D	A	A	D	A	A
HCM2kAvgQ:	1	0	1	3	0	1	2	5	1	1	5	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.6
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	120	947	263	265	911	86	92	870	148	353	1180	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	135	0	0	136	0	0	0	0	0	0	0
Initial Fut:	120	1082	263	265	1047	86	92	870	148	353	1180	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:	120	1082	263	265	1047	86	92	870	148	353	1180	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1082	263	265	1047	86	92	870	148	353	1180	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.:	120	1082	263	265	1047	86	92	870	148	353	1180	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.43	0.57
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5400	1800	1700	4379	1021
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.15	0.08	0.29	0.05	0.05	0.16	0.08	0.21	0.27	0.27
Crit Moves:		****			****			****			****	
Green/Cycle:	0.09	0.37	0.37	0.10	0.38	0.38	0.08	0.20	0.20	0.26	0.38	0.38
Volume/Cap:	0.76	0.81	0.39	0.81	0.76	0.12	0.71	0.81	0.41	0.81	0.71	0.71
Delay/Veh:	72.2	37.4	28.0	66.2	34.7	24.1	70.4	50.3	42.6	52.2	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	37.4	28.0	66.2	34.7	24.1	70.4	50.3	42.6	52.2	32.6	32.6
LOS by Move:	E	D	C	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	7	21	7	8	19	2	5	13	5	16	17	17

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	77	689	67	129	796	135	80	298	65	106	429	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	135	0	0	136	0	0	0	0	0	0	0
Initial Fut:	77	824	67	129	932	135	80	298	65	106	429	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:	77	824	67	129	932	135	80	298	65	106	429	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	824	67	129	932	135	80	298	65	106	429	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.:	77	824	67	129	932	135	80	298	65	106	429	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2956	644	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.04	0.08	0.26	0.07	0.05	0.10	0.10	0.06	0.12	0.09
Crit Moves:					****						****	
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.30	0.30	0.30	0.30	0.30	0.30
Volume/Cap:	0.07	0.35	0.06	0.12	0.39	0.11	0.16	0.33	0.33	0.21	0.39	0.30
Delay/Veh:	6.2	7.7	6.1	6.4	8.0	6.4	25.7	27.2	27.2	26.2	27.9	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	7.7	6.1	6.4	8.0	6.4	25.7	27.2	27.2	26.2	27.9	27.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	1	2	7	2	2	5	5	3	6	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.3
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	154	994	121	109	1363	500	209	869	572	313	782	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	135	0	0	136	0	0	101	0	0	45	0
Initial Fut:	154	1129	121	109	1499	500	209	970	572	313	827	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:	154	1129	121	109	1499	500	209	970	572	313	827	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1129	121	109	1499	500	209	970	572	313	827	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.:	154	1129	121	109	1499	500	209	970	572	313	827	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.25	0.75	2.00	3.00	1.00	2.00	2.82	0.18
Final Sat.:	3200	5400	1800	3200	4050	1350	3200	5400	1800	3200	5071	329
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.07	0.03	0.37	0.37	0.07	0.18	0.32	0.10	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.43	0.54	0.07	0.44	0.44	0.12	0.32	0.38	0.12	0.31	0.31
Volume/Cap:	0.84	0.49	0.12	0.49	0.84	0.84	0.52	0.56	0.84	0.84	0.52	0.52
Delay/Veh:	84.2	25.1	13.5	55.5	32.8	32.8	50.4	34.2	43.4	67.7	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	25.1	13.5	55.5	32.8	32.8	50.4	34.2	43.4	67.7	34.3	34.3
LOS by Move:	F	C	B	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	5	11	2	3	25	25	5	11	22	9	10	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.1
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	78	1454	18	54	1818	292	22	0	11	9	0	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	291	147	0	0	136	0	0	0	291	0	0	0
Initial Fut:	369	1601	18	54	1954	292	22	0	302	9	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:	369	1601	18	54	1954	292	22	0	302	9	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1601	18	54	1954	292	22	0	302	9	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.:	369	1601	18	54	1954	292	22	0	302	9	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1800	0	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.22	0.30	0.01	0.03	0.36	0.16	0.01	0.00	0.17	0.01	0.00	0.02
Crit Moves:	****				****				****			
Green/Cycle:	0.27	0.66	0.66	0.07	0.46	0.46	0.21	0.00	0.21	0.21	0.00	0.21
Volume/Cap:	0.79	0.45	0.01	0.45	0.79	0.36	0.06	0.00	0.79	0.03	0.00	0.07
Delay/Veh:	42.9	8.4	5.9	47.3	25.1	18.0	31.5	0.0	48.4	31.3	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	8.4	5.9	47.3	25.1	18.0	31.5	0.0	48.4	31.3	0.0	31.7
LOS by Move:	D	A	A	D	C	B	C	A	D	C	A	C
HCM2kAvgQ:	14	8	0	2	20	6	1	0	11	0	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.686
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	273.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	1 0	1	1 0	0 1	0	0 1!	0 0
Volume Module: >> Count Date: 13 Apr 2005 << 0715-0815												
Base Vol:	90	1270	16	44	902	690	182	4	77	20	44	131
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	93	1308	16	45	929	711	188	4	79	21	45	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	438	0	0	427	0	0	1032	0	0	742	0
Initial Fut:	93	1746	16	45	1356	711	188	1036	79	21	787	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:	93	1746	16	45	1356	711	188	1036	79	21	787	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1746	16	45	1356	711	188	1036	79	21	787	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.:	93	1746	16	45	1356	711	188	1036	79	21	787	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.02	0.84	0.14
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	39	1503	258
Capacity Analysis Module:												
Vol/Sat:	0.05	0.49	0.01	0.03	0.38	0.39	0.11	0.58	0.04	0.52	0.52	0.52
Crit Moves:		****						****				****
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.34	0.34	0.34	0.31	0.31	0.31
Volume/Cap:	0.19	1.69	0.03	0.09	1.31	1.37	0.32	1.69	0.13	1.69	1.69	1.69
Delay/Veh:	27.0	348	25.6	26.1	179	207.5	24.4	347	22.8	350.8	351	350.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	348	25.6	26.1	179	207.5	24.4	347	22.8	350.8	351	350.8
LOS by Move:	C	F	C	C	F	F	C	F	C	F	F	F
HCM2kAvgQ:	2	75	0	1	45	50	5	88	2	81	81	81

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.4
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	76	1313	23	28	838	58	58	469	76	21	556	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	438	0	0	427	0	0	252	0	0	265	0
Initial Fut:	76	1751	23	28	1265	58	58	721	76	21	821	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:	76	1751	23	28	1265	58	58	721	76	21	821	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1751	23	28	1265	58	58	721	76	21	821	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.:	76	1751	23	28	1265	58	58	721	76	21	821	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.01	0.02	0.23	0.03	0.03	0.13	0.04	0.01	0.15	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.75	0.05	0.25	0.25	0.02	0.22	0.22
Volume/Cap:	0.06	0.70	0.02	0.02	0.33	0.04	0.70	0.54	0.17	0.54	0.70	0.05
Delay/Veh:	5.7	11.4	5.5	5.5	7.1	4.0	78.9	39.9	35.9	73.4	45.0	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	11.4	5.5	5.5	7.1	4.0	78.9	39.9	35.9	73.4	45.0	37.1
LOS by Move:	A	B	A	A	A	A	E	D	D	E	D	D
HCM2kAvgQ:	1	20	0	0	6	1	4	9	2	2	11	1

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	104	1268	20	32	802	36	134	54	53	27	68	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	438	0	0	427	0	0	0	0	0	0	0
Initial Fut:	104	1706	20	32	1229	36	134	54	53	27	68	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:	104	1706	20	32	1229	36	134	54	53	27	68	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1706	20	32	1229	36	134	54	53	27	68	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.:	104	1706	20	32	1229	36	134	54	53	27	68	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.91	0.09	0.71	0.29	1.00	0.19	0.47	0.34
Final Sat.:	1700	3600	1800	1700	5246	154	1286	514	1800	334	849	617
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.01	0.02	0.23	0.23	0.10	0.10	0.03	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.08	0.60	0.01	0.02	0.30	0.30	0.60	0.60	0.17	0.46	0.46	0.46
Delay/Veh:	2.4	4.7	2.3	2.3	3.0	3.0	41.5	41.5	35.5	38.3	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.7	2.3	2.3	3.0	3.0	41.5	41.5	35.5	38.3	38.3	38.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	12	0	0	4	4	6	6	2	5	5	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	124	1248	129	67	640	110	102	716	126	169	1010	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	436	1	0	425	3	2	108	0	0	60	0
Initial Fut:	125	1684	130	67	1065	113	104	824	126	169	1070	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:	125	1684	130	67	1065	113	104	824	126	169	1070	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1684	130	67	1065	113	104	824	126	169	1070	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.:	125	1684	130	67	1065	113	104	824	126	169	1070	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.07	0.04	0.30	0.06	0.06	0.23	0.07	0.10	0.30	0.10
Crit Moves:		****									****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.12	0.79	0.12	0.07	0.50	0.11	0.16	0.61	0.19	0.26	0.79	0.25
Delay/Veh:	10.9	20.9	10.9	10.5	14.4	10.7	25.0	31.2	25.3	26.2	36.5	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	20.9	10.9	10.5	14.4	10.7	25.0	31.2	25.3	26.2	36.5	26.1
LOS by Move:	B	C	B	B	B	B	C	C	C	C	D	C
HCM2kAvgQ:	2	26	2	1	12	2	3	13	3	5	20	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
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				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	6	1392	32		2	913	47		120	105	78		50	169	67	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	436	0		0	425	0		0	0	0		0	0	0	
Initial Fut:	6	1828	32		2	1338	47		120	105	78		50	169	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:	6	1828	32		2	1338	47		120	105	78		50	169	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	1828	32		2	1338	47		120	105	78		50	169	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.:	6	1828	32		2	1338	47		120	105	78		50	169	67	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.39	0.35	0.26		0.18	0.59	0.23	
Final Sat.:	1700	3600	1800		1700	3600	1800		710	624	465		317	1062	421	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.02		0.00	0.37	0.03		0.17	0.17	0.17		0.16	0.16	0.16	
Crit Moves:		****								****						
Green/Cycle:	0.72	0.72	0.72		0.72	0.72	0.72		0.24	0.24	0.24		0.24	0.24	0.24	
Volume/Cap:	0.01	0.70	0.02		0.00	0.52	0.04		0.70	0.70	0.70		0.67	0.67	0.67	
Delay/Veh:	3.9	8.8	4.0		3.9	6.4	4.0		40.1	40.1	40.1		38.4	38.4	38.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.9	8.8	4.0		3.9	6.4	4.0		40.1	40.1	40.1		38.4	38.4	38.4	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	17	0		0	10	0		10	10	10		9	9	9	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
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				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	151	1381	130		54	1096	35		57	312	107		287	500	99	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	436	0		0	425	0		0	0	0		0	0	0	
Initial Fut:	151	1817	130		54	1521	35		57	312	107		287	500	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:	151	1817	130		54	1521	35		57	312	107		287	500	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	151	1817	130		54	1521	35		57	312	107		287	500	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.:	151	1817	130		54	1521	35		57	312	107		287	500	99	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	3600	1800		1700	3600	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.50	0.07		0.03	0.42	0.02		0.03	0.09	0.06		0.17	0.14	0.05	
Crit Moves:		****												****		
Green/Cycle:	0.72	0.72	0.72		0.72	0.72	0.72		0.24	0.24	0.24		0.24	0.24	0.24	
Volume/Cap:	0.12	0.70	0.10		0.04	0.59	0.03		0.14	0.36	0.25		0.70	0.58	0.23	
Delay/Veh:	4.4	8.8	4.3		4.1	7.2	4.0		30.0	31.8	30.9		40.1	34.4	30.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	4.4	8.8	4.3		4.1	7.2	4.0		30.0	31.8	30.9		40.1	34.4	30.8	
LOS by Move:	A	A	A		A	A	A		C	C	C		D	C	C	
HCM2kAvgQ:	2	17	1		1	12	0		2	4	3		10	8	3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #166 Western Ave/Plaza Del Amo

Average Delay (sec/veh): 21.5 Worst Case Level Of Service: F[869.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	1	1	0	2	0	1	0	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03		1.03		1.03
Initial Bse:	6	1588	31			19	1473	14			0	0	2			11		0		90
Added Vol:	0	0	0			0	0	0			0	0	0			0		0		0
APPRVD PROJ:	0	436	0			0	425	0			0	0	0			0		0		0
Initial Fut:	6	2024	31			19	1898	14			0	0	2			11		0		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:	6	2024	31			19	1898	14			0	0	2			11		0		90
Reduct Vol:	0	0	0			0	0	0			0	0	0			0		0		0
Final Vol.:	6	2024	31			19	1898	14			0	0	2			11		0		90
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx	xxxxx	xxxx	6.9		7.5	xxxx		6.9				
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx	xxxxx	xxxx	3.3		3.5	xxxx		3.3				
Capacity Module:																				
Cnflict Vol:	1913	xxxx	xxxxx			2055	xxxx	xxxxx	xxxx	xxxx	949		3022	xxxx		1012				
Potent Cap.:	314	xxxx	xxxxx			277	xxxx	xxxxx	xxxx	xxxx	265		6	xxxx		241				
Move Cap.:	314	xxxx	xxxxx			277	xxxx	xxxxx	xxxx	xxxx	265		5	xxxx		241				
Volume/Cap:	0.02	xxxx	xxxx			0.07	xxxx	xxxx	xxxx	xxxx	0.01		2.08	xxxx		0.37				
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx			0.2	xxxx	xxxxx	xxxx	xxxx	0.0		xxxx	xxxx		xxxxx				
Control Del:	16.7	xxxx	xxxxx			18.9	xxxx	xxxxx	xxxxx	xxxx	18.7		xxxxx	xxxx		xxxxx				
LOS by Move:	C	*	*			C	*	*	*	*	C		*	*		*				
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx			41	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx			10.9	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx			869	xxxxx			
Shared LOS:	*	*	*			*	*	*	*	*	*		*			F	*			
ApproachDel:	xxxxxx					xxxxxx					18.7					869.1				
ApproachLOS:	*					*					C					F				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.011
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 60.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	2	1	0		1	0	2	1	0	
Volume Module: >> Count Date: 12 Apr 2005 << 0730-0830																								
Base Vol:	195	1372	190			96	1255	196			245	1200	76			285	1406	176						
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03						
Initial Bse:	201	1414	196			99	1293	202			252	1236	78			294	1449	181						
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0						
APPRVD PROJ:	2	434	0			0	420	5			12	34	6			0	63	0						
Initial Fut:	203	1848	196			99	1713	207			264	1270	84			294	1512	181						
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00						
PHF Volume:	203	1848	196			99	1713	207			264	1270	84			294	1512	181						
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0						
Reduced Vol:	203	1848	196			99	1713	207			264	1270	84			294	1512	181						
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00						
Final Vol.:	203	1848	196			99	1713	207			264	1270	84			294	1512	181						
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900						
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95						
Lanes:	1.00	2.71	0.29			1.00	2.68	0.32			1.00	2.81	0.19			1.00	2.68	0.32						
Final Sat.:	1700	4883	517			1700	4818	582			1700	5064	336			1700	4822	578						
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.38	0.38			0.06	0.36	0.36			0.16	0.25	0.25			0.17	0.31	0.31						
Crit Moves:	****						****				****						****							
Green/Cycle:	0.12	0.41	0.41			0.06	0.35	0.35			0.15	0.27	0.27			0.19	0.31	0.31						
Volume/Cap:	1.01	0.93	0.93			0.93	1.01	1.01			1.01	0.91	0.91			0.91	1.01	1.01						
Delay/Veh:	119.4	41.7	41.7			121.0	62.4	62.4			109.4	51.1	51.1			76.8	66.2	66.2						
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00						
AdjDel/Veh:	119.4	41.7	41.7			121.0	62.4	62.4			109.4	51.1	51.1			76.8	66.2	66.2						
LOS by Move:	F		D		D		F		E		E		F		D		D		E		E		E	
HCM2kAvgQ:	13		30		30		7		32		32		16		21		21		15		29		29	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): 15.7 Worst Case Level Of Service: F[691.8]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 12 May 2005 << 0715-0815																								
Base Vol:	182	1339		7			10	984		93			18		0		56		0		0		75	
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	188	1380		7			10	1014		96			19		0		58		0		0		77	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	0	434		0			0	420		0			0		0		0		0		0		0	
Initial Fut:	188	1814		7			10	1434		96			19		0		58		0		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:	188	1814		7			10	1434		96			19		0		58		0		0		77	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	188	1814		7			10	1434		96			19		0		58		0		0		77	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9	xxxxx	xxxx		6.9				
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3	xxxxx	xxxx		3.3				
Capacity Module:																								
Cnflict Vol:	1530	xxxx	xxxxx				1821	xxxx	xxxxx				2736	xxxx		717	xxxx	xxxx		907				
Potent Cap.:	441	xxxx	xxxxx				341	xxxx	xxxxx				10	xxxx		377	xxxx	xxxx		283				
Move Cap.:	441	xxxx	xxxxx				341	xxxx	xxxxx				5	xxxx		377	xxxx	xxxx		283				
Volume/Cap:	0.43	xxxx	xxxx				0.03	xxxx	xxxx				3.97	xxxx		0.15	xxxx	xxxx		0.27				
Level Of Service Module:																								
2Way95thQ:	2.1	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx		0.5	xxxx	xxxx		1.1				
Control Del:	19.1	xxxx	xxxxx				15.9	xxxx	xxxxx				xxxxx	xxxx		16.3	xxxxx	xxxx		22.5				
LOS by Move:	C	*	*				C	*	*				*	*		C	*	*		C				
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT				LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				5	xxxx	xxxxx		0	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				3.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				2793	xxxx	xxxxx		xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*				*	*	*				F	*	*		*	*	*					
ApproachDel:	xxxxxx						xxxxxx						691.8				22.5							
ApproachLOS:	*						*						F				C							

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
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: 11 May 2005 << 0730-0830																												
Base Vol:	141		6		133			13		1		18			20	1252			80			72	968			25		
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03		1.03			1.03	1.03			1.03			1.03	1.03			1.03		
Initial Bse:	145		6		137			13		1		19			21	1290			82			74	997			26		
Added Vol:	0		0		0			0		0		0			0	0			0			0	0			0		
APPRVD PROJ:	0		0		0			0		0		0			0	5			0			0	2			0		
Initial Fut:	145		6		137			13		1		19			21	1295			82			74	999			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			1.00		
PHF Adj:	1.00	1.00		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		6		137			13		1		19			21	1295			82			74	999			26		
Reduct Vol:	0		0		0			0		0		0			0	0			0			0	0			0		
Reduced Vol:	145		6		137			13		1		19			21	1295			82			74	999			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			1.00		
MLF Adj:	1.00	1.00		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		6		137			13		1		19			21	1295			82			74	999			26		
Saturation Flow Module:																												
Sat/Lane:	1900	1900		1900			1900	1900		1900		1900			1900	1900			1900			1900	1900			1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95		0.95			0.89	0.95			0.95			0.89	0.95			0.95		
Lanes:	0.96	0.04		1.00			0.93	0.07		1.00		1.00			1.00	2.00			1.00			1.00	2.00			1.00		
Final Sat.:	1727		73		1800			1671		129		1800			1700	3600			1800			1700	3600			1800		
Capacity Analysis Module:																												
Vol/Sat:	0.08	0.08		0.08			0.01	0.01		0.01		0.01			0.01	0.36			0.05			0.04	0.28			0.01		
Crit Moves:		****														****												
Green/Cycle:	0.18	0.18		0.18			0.18	0.18		0.18		0.18			0.78	0.78			0.78			0.78	0.78			0.78		
Volume/Cap:	0.46	0.46		0.42			0.04	0.04		0.06		0.02			0.46	0.46			0.06			0.06	0.36			0.02		
Delay/Veh:	37.6	37.6		37.1			33.8	33.8		33.9		2.5			4.0	2.6			2.6			2.6	3.5			2.5		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00		1.00			1.00	1.00			1.00			1.00	1.00			1.00		
AdjDel/Veh:	37.6	37.6		37.1			33.8	33.8		33.9		2.5			4.0	2.6			2.6			2.6	3.5			2.5		
LOS by Move:	D		D		D			C		C		C			A	A			A			A	A			A		
HCM2kAvgQ:	5		5		4			0		0		1			0	7			1			1	5			0		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
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	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	64	177		37			79	172		39			57	620		36			133	1348		60		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	0	0		0			0	0		0			0	2		0			0	0		0		
Initial Fut:	64	177		37			79	172		39			57	622		36			133	1348		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:	64	177		37			79	172		39			57	622		36			133	1348		60		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	64	177		37			79	172		39			57	622		36			133	1348		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.:	64	177		37			79	172		39			57	622		36			133	1348		60		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.26	0.74		1.00			0.32	0.68		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	477	1323		1800			568	1232		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.13		0.02			0.14	0.14		0.02			0.03	0.17		0.02			0.08	0.37		0.03		
Crit Moves:								****						****							****			
Green/Cycle:	0.24	0.24		0.24			0.24	0.24		0.24			0.06	0.48		0.48			0.22	0.64		0.64		
Volume/Cap:	0.56	0.56		0.09			0.58	0.58		0.09			0.58	0.36		0.04			0.36	0.58		0.05		
Delay/Veh:	35.0	35.0		29.6			35.6	35.6		29.6			54.6	16.3		13.7			33.8	10.6		6.6		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	35.0	35.0		29.6			35.6	35.6		29.6			54.6	16.3		13.7			33.8	10.6		6.6		
LOS by Move:	C		C		C		D		D		C		D		B		B		C		B		A	
HCM2kAvgQ:	7		7		1		8		8		1		3		6		1		4		13		1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
AM WEEKDAY PEAK HOUR

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		1	0	1	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 30 Mar 2005 << 0730-0830																								
Base Vol:	31	112		25			71	170		100			85	529		33			69	579		85		
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	32	115		26			73	175		103			88	545		34			71	597		88		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	32	115		26			73	175		103			88	545		34			71	597		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:	32	115		26			73	175		103			88	545		34			71	597		88		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	32	115		26			73	175		103			88	545		34			71	597		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.:	32	115		26			73	175		103			88	545		34			71	597		88		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.18	0.67		0.15			1.00	1.00		1.00			1.00	1.88		0.12			1.00	1.74		0.26		
Final Sat.:	332	1200		268			1700	1800		1800			1700	3389		211			1700	3139		461		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.10		0.10			0.04	0.10		0.06			0.05	0.16		0.16			0.04	0.19		0.19		
Crit Moves:								****												****				
Green/Cycle:	0.33	0.33		0.33			0.33	0.33		0.33			0.63	0.63		0.63			0.63	0.63		0.63		
Volume/Cap:	0.30	0.30		0.30			0.13	0.30		0.18			0.08	0.25		0.25			0.07	0.30		0.30		
Delay/Veh:	25.5	25.5		25.5			23.9	25.5		24.3			7.1	8.0		8.0			7.0	8.3		8.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	25.5	25.5		25.5			23.9	25.5		24.3			7.1	8.0		8.0			7.0	8.3		8.3		
LOS by Move:	C		C		C		C		C		C		A		A		A		A		A		A	
HCM2kAvgQ:	4		4		4		2		4		2		1		4		4		1		5		5	

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

Weekday Mid-Day Peak Hour

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:06 Page 3-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	59	26	45	19	9	52	98	848	52	48	999	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	4	0	0	0	0	125	0	4	116	0
Initial Fut:	59	26	49	19	9	52	98	973	52	52	1115	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:	59	26	49	19	9	52	98	973	52	52	1115	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	26	49	19	9	52	98	973	52	52	1115	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.:	59	26	49	19	9	52	98	973	52	52	1115	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.34	0.66	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	1700	617	1183	1700	1800	1800	1700	3600	1800	1700	3484	116
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.01	0.01	0.03	0.06	0.27	0.03	0.03	0.32	0.32
Crit Moves:		****									****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.85	0.85	0.85	0.85	0.85
Volume/Cap:	0.31	0.38	0.38	0.10	0.05	0.26	0.07	0.32	0.03	0.04	0.38	0.38
Delay/Veh:	41.9	42.5	42.5	40.2	39.8	41.4	1.2	1.6	1.2	1.2	1.7	1.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	42.5	42.5	40.2	39.8	41.4	1.2	1.6	1.2	1.2	1.7	1.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	1	0	2	1	3	0	0	4	4

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:06 Page 4-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.9
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	67	0	18	13	1274	0	0	1362	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	43	0	0	43	0
Initial Fut:	0	0	0	67	0	18	13	1317	0	0	1405	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:	0	0	0	67	0	18	13	1317	0	0	1405	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	67	0	18	13	1317	0	0	1405	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.:	0	0	0	67	0	18	13	1317	0	0	1405	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.90	0.10
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5216	184
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.24	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.07	0.02	0.87	0.00	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.15	0.32	0.28	0.00	0.00	0.32	0.32
Delay/Veh:	0.0	0.0	0.0	45.4	0.0	44.6	52.2	1.1	0.0	0.0	1.6	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.4	0.0	44.6	52.2	1.1	0.0	0.0	1.6	1.6
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	1	3	0	0	3	3

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:06 Page 5-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375		
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.8		
Optimal Cycle:	18	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	0 1	1 0	2	0 0
Volume Module: >> Count Date: 5 Apr 2005 << 1215-1315												
Base Vol:	77	0	34	0	0	0	0	951	116	47	1092	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	79	0	35	0	0	0	0	980	120	48	1125	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	4	0	0	3	0
Initial Fut:	79	0	35	0	0	0	0	984	120	48	1128	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:	79	0	35	0	0	0	0	984	120	48	1128	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	35	0	0	0	0	984	120	48	1128	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.:	79	0	35	0	0	0	0	984	120	48	1128	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.07	0.03	0.31	0.00
Crit Moves:	****										****	
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.84	0.00
Volume/Cap:	0.38	0.00	0.16	0.00	0.00	0.00	0.00	0.33	0.08	0.03	0.38	0.00
Delay/Veh:	41.3	0.0	39.4	0.0	0.0	0.0	0.0	1.9	1.5	1.4	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	0.0	39.4	0.0	0.0	0.0	0.0	1.9	1.5	1.4	2.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	4	1	0	5	0

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:06 Page 6-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539		
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0		
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:	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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	267	11		72	20	4		6	32	1687		118	29	1736		14
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	0		0	0	0		0	0	58		0	0	60		0
Initial Fut:	267	11		72	20	4		6	32	1745		118	29	1796		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:	267	11		72	20	4		6	32	1745		118	29	1796		14
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	267	11		72	20	4		6	32	1745		118	29	1796		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.:	267	11		72	20	4		6	32	1745		118	29	1796		14
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.92	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	0.96	0.04		1.00	1.66	0.34		1.00	1.00	2.81		0.19	1.00	2.98		0.02
Final Sat.:	1727	73		1800	2891	609		1800	1700	5057		343	1700	5357		43
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15		0.04	0.01	0.01		0.00	0.02	0.35		0.35	0.02	0.34		0.34
Crit Moves:		****				****						****				
Green/Cycle:	0.29	0.29		0.29	0.01	0.01		0.01	0.64	0.64		0.64	0.64	0.64		0.64
Volume/Cap:	0.54	0.54		0.14	0.54	0.54		0.27	0.03	0.54		0.54	0.03	0.52		0.52
Delay/Veh:	31.2	31.2		26.6	61.8	61.8		55.4	6.6	10.0		10.0	6.6	9.9		9.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	31.2	31.2		26.6	61.8	61.8		55.4	6.6	10.0		10.0	6.6	9.9		9.9
LOS by Move:	C	C		C	E	E		E	A	B		B	A	A		A
HCM2kAvgQ:	8	8		2	1	1		1	0	11		11	0	11		11

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:06 Page 7-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	1	0		1	0	3	0	1		1	0	2	1	0	
Volume Module: >> Count Date: 20 Apr 2005 << 1300-1400																								
Base Vol:	35	35	61	31	27	48	52	1073	45	72	988	39												
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	36	36	63	32	28	49	54	1106	46	74	1018	40												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	11	0	14	15	99	0	0	97	13												
Initial Fut:	36	36	63	43	28	63	69	1205	46	74	1115	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:	36	36	63	43	28	63	69	1205	46	74	1115	53												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	36	36	63	43	28	63	69	1205	46	74	1115	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.:	36	36	63	43	28	63	69	1205	46	74	1115	53												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	1.00	1.00	1.00	0.64	0.41	0.95	1.00	3.00	1.00	1.00	2.86	0.14												
Final Sat.:	1700	1800	1800	1152	746	1702	1700	5400	1800	1700	5154	246												
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.02	0.03	0.04	0.04	0.04	0.04	0.22	0.03	0.04	0.22	0.22												
Crit Moves:					****			****				****												
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.13	0.69	0.69	0.13	0.69	0.69												
Volume/Cap:	0.18	0.17	0.29	0.31	0.31	0.31	0.31	0.32	0.04	0.32	0.31	0.31												
Delay/Veh:	40.1	40.0	41.0	40.7	40.7	40.7	40.3	6.4	5.1	40.0	6.1	6.1												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	40.1	40.0	41.0	40.7	40.7	40.7	40.3	6.4	5.1	40.0	6.1	6.1												
LOS by Move:	D		D		D		D		D	A		A	D		A		A		A					
HCM2kAvgQ:	1		1		2		2		2	5		0	3		5		5							

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:07 Page 8-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	8	4	20	65	10	50	41	761	11	28	809	57												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	0	0	4	0	0	3	0												
Initial Fut:	8	4	20	65	10	50	41	765	11	28	812	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:	8	4	20	65	10	50	41	765	11	28	812	57												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	8	4	20	65	10	50	41	765	11	28	812	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.:	8	4	20	65	10	50	41	765	11	28	812	57												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.67	0.33	1.00	0.52	0.08	0.40	1.00	2.00	1.00	1.00	2.00	1.00												
Final Sat.:	1200	600	1800	930	148	723	1700	3600	1800	1700	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.07	0.02	0.21	0.01	0.02	0.23	0.03												
Crit Moves:					****						****													
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73												
Volume/Cap:	0.03	0.03	0.05	0.31	0.31	0.31	0.03	0.29	0.01	0.02	0.31	0.04												
Delay/Veh:	30.1	30.1	30.3	32.5	32.5	32.5	3.7	4.6	3.6	3.6	4.7	3.7												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	30.1	30.1	30.3	32.5	32.5	32.5	3.7	4.6	3.6	3.6	4.7	3.7												
LOS by Move:	C		C		C		C		C	A		A	A		A		A							
HCM2kAvgQ:	0		0		4		4		4	0		4	0		0		5							

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:07 Page 9-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.6
Optimal Cycle:	72	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	517	0	472	0	0	0	0	1122	294	393	821	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	121	0	0	0	0	0	0	97	91	0	252	0
Initial Fut:	638	0	472	0	0	0	0	1219	385	393	1073	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:	638	0	472	0	0	0	0	1219	385	393	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	0	472	0	0	0	0	1219	385	393	1073	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.:	638	0	472	0	0	0	0	1219	385	393	1073	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.58	0.00	1.42	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2757	0	2551	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.21	0.23	0.30	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.27	0.00	0.55	0.00	0.00	0.00	0.00	0.40	0.40	0.27	0.68	0.00
Volume/Cap:	0.84	0.00	0.34	0.00	0.00	0.00	0.00	0.84	0.53	0.84	0.44	0.00
Delay/Veh:	46.2	0.0	15.1	0.0	0.0	0.0	0.0	37.2	28.1	54.3	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	0.0	15.1	0.0	0.0	0.0	0.0	37.2	28.1	54.3	9.1	0.0
LOS by Move:	D	A	B	A	A	A	A	D	C	D	A	A
HCM2kAvgQ:	18	0	7	0	0	0	0	24	11	18	10	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.4
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	15	904	29	23	667	21	22	10	14	36	10	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	121	0	0	91	0	0	0	0	0	0	0
Initial Fut:	15	1025	29	23	758	21	22	10	14	36	10	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	1025	29	23	758	21	22	10	14	36	10	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1025	29	23	758	21	22	10	14	36	10	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	1025	29	23	758	21	22	10	14	36	10	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	0.32	1.00	0.78	0.22	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1219	581	1800	1400	400	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.02	0.01	0.21	0.01	0.02	0.02	0.01	0.03	0.03	0.01
Crit Moves:		****									****	
Green/Cycle:	0.88	0.88	0.88	0.88	0.88	0.88	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.01	0.32	0.02	0.02	0.24	0.01	0.22	0.22	0.10	0.32	0.32	0.12
Delay/Veh:	0.7	1.1	0.7	0.7	0.9	0.7	43.9	43.9	43.0	44.8	44.8	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.7	1.1	0.7	0.7	0.9	0.7	43.9	43.9	43.0	44.8	44.8	43.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	2	0	1	1	1	2	2	1

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:07 Page 11-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
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 << 1200-1300																								
Base Vol:	98	680	120				80	526	73				114	283	116				121	318	89			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	101	701	124				82	542	75				117	292	120				125	328	92			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	1	121	0				0	91	0				0	1019	1				0	628	0			
Initial Fut:	102	822	124				82	633	75				117	1311	121				125	956	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:	102	822	124				82	633	75				117	1311	121				125	956	92			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	102	822	124				82	633	75				117	1311	121				125	956	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.:	102	822	124				82	633	75				117	1311	121				125	956	92			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.75	0.25				1.00	1.82	0.18			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	4945	455				1700	3285	315			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.23	0.07				0.05	0.18	0.04				0.07	0.27	0.27				0.07	0.29	0.29			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.10	0.33	0.33				0.07	0.30	0.30				0.10	0.41	0.41				0.11	0.43	0.43			
Volume/Cap:	0.58	0.68	0.21				0.68	0.58	0.14				0.68	0.64	0.64				0.64	0.68	0.68			
Delay/Veh:	56.2	36.1	28.7				69.2	36.2	30.6				62.7	28.7	28.7				57.8	29.1	29.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	56.2	36.1	28.7				69.2	36.2	30.6				62.7	28.7	28.7				57.8	29.1	29.1			
LOS by Move:	E	D	C				E	D	C				E	C	C				E	C	C			
HCM2kAvgQ:	5	14	3				5	11	2				6	15	15				6	17	17			

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:07 Page 12-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 22 Mar 2005 << 1200-1300																								
Base Vol:	37	749	43				74	735	54				31	40	24				40	34	86			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	38	772	44				76	757	56				32	41	25				41	35	89			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	120	1				1	90	0				0	0	0				1	0	1			
Initial Fut:	38	892	45				77	847	56				32	41	25				42	35	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:	38	892	45				77	847	56				32	41	25				42	35	90			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	38	892	45				77	847	56				32	41	25				42	35	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.:	38	892	45				77	847	56				32	41	25				42	35	90			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				0.44	0.56	1.00				0.55	0.45	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				786	1014	1800				984	816	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.25	0.03				0.05	0.24	0.03				0.04	0.04	0.01				0.04	0.04	0.05			
Crit Moves:		****																			****			
Green/Cycle:	0.80	0.80	0.80				0.80	0.80	0.80				0.16	0.16	0.16				0.16	0.16	0.16			
Volume/Cap:	0.03	0.31	0.03				0.06	0.29	0.04				0.25	0.25	0.09				0.27	0.27	0.31			
Delay/Veh:	2.1	2.7	2.1				2.1	2.7	2.1				37.2	37.2	35.8				37.3	37.3	37.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	2.1	2.7	2.1				2.1	2.7	2.1				37.2	37.2	35.8				37.3	37.3	37.7			
LOS by Move:	A	A	A				A	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	0	4	0				1	4	0				2	2	1				2	2	3			

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:07 Page 13-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	46	877	60	48	790	56	65	41	52	60	59	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	121	0	0	91	0	0	0	0	0	0	0
Initial Fut:	46	998	60	48	881	56	65	41	52	60	59	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:	46	998	60	48	881	56	65	41	52	60	59	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	998	60	48	881	56	65	41	52	60	59	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.:	46	998	60	48	881	56	65	41	52	60	59	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.50	0.50	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1101	699	1800	908	892	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.03	0.03	0.24	0.03	0.06	0.06	0.03	0.07	0.07	0.05
Crit Moves:		****									****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.04	0.36	0.04	0.04	0.32	0.04	0.32	0.32	0.16	0.36	0.36	0.26
Delay/Veh:	2.6	3.6	2.6	2.6	3.4	2.6	35.9	35.9	34.5	36.3	36.3	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	3.6	2.6	2.6	3.4	2.6	35.9	35.9	34.5	36.3	36.3	35.4
LOS by Move:	A	A	A	A	A	A	D	D	C	D	D	D
HCM2kAvgQ:	0	5	0	0	4	0	3	3	1	4	4	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.4
Optimal Cycle:	62	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	227	695	117	191	642	126	102	904	132	276	861	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	21	35	3	7	34	50	80	116	17	3	154	6
Initial Fut:	248	730	120	198	676	176	182	1020	149	279	1015	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:	248	730	120	198	676	176	182	1020	149	279	1015	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	730	120	198	676	176	182	1020	149	279	1015	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.:	248	730	120	198	676	176	182	1020	149	279	1015	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.62	0.38	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4712	688	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.07	0.12	0.19	0.10	0.11	0.22	0.22	0.16	0.28	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.27	0.27	0.16	0.24	0.24	0.14	0.29	0.29	0.22	0.36	0.36
Volume/Cap:	0.77	0.74	0.24	0.74	0.77	0.40	0.77	0.76	0.76	0.76	0.77	0.33
Delay/Veh:	57.5	42.7	34.2	58.8	46.7	38.8	64.6	41.3	41.3	52.8	36.7	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	42.7	34.2	58.8	46.7	38.8	64.6	41.3	41.3	52.8	36.7	27.8
LOS by Move:	E	D	C	E	D	D	E	D	D	D	D	C
HCM2kAvgQ:	11	14	4	9	14	6	9	15	15	12	19	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.9
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 1300-1400												
Base Vol:	21	1074	27	30	921	18	19	16	21	18	13	21
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	22	1107	28	31	949	19	20	16	22	19	13	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	59	0	0	54	0	0	0	0	0	0	0
Initial Fut:	22	1166	28	31	1003	19	20	16	22	19	13	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:	22	1166	28	31	1003	19	20	16	22	19	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1166	28	31	1003	19	20	16	22	19	13	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.:	22	1166	28	31	1003	19	20	16	22	19	13	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.58	0.42	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	977	823	1800	1045	755	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.02	0.02	0.28	0.01	0.02	0.02	0.01	0.02	0.02	0.01
Crit Moves:		****						****				
Green/Cycle:	0.90	0.90	0.90	0.90	0.90	0.90	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.01	0.36	0.02	0.02	0.31	0.01	0.36	0.36	0.21	0.32	0.32	0.21
Delay/Veh:	0.5	0.7	0.5	0.5	0.7	0.5	47.7	47.7	46.2	47.2	47.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.5	0.7	0.5	0.5	0.7	0.5	47.7	47.7	46.2	47.2	47.2	46.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	2	0	2	2	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	63	1025	126	179	825	38	41	185	60	191	271	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	12	79	43	10	0	0	1	0	78	1	47
Initial Fut:	63	1037	205	222	835	38	41	186	60	269	272	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1037	205	222	835	38	41	186	60	269	272	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1037	205	222	835	38	41	186	60	269	272	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1037	205	222	835	38	41	186	60	269	272	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.11	0.13	0.23	0.02	0.02	0.10	0.03	0.08	0.15	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.44	0.44	0.20	0.55	0.55	0.04	0.16	0.16	0.13	0.25	0.25
Volume/Cap:	0.42	0.66	0.26	0.66	0.42	0.04	0.62	0.66	0.21	0.66	0.62	0.58
Delay/Veh:	45.2	23.3	18.1	41.7	13.4	10.4	63.3	45.3	37.1	45.5	36.2	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	23.3	18.1	41.7	13.4	10.4	63.3	45.3	37.1	45.5	36.2	35.1
LOS by Move:	D	C	B	D	B	B	E	D	D	D	D	D
HCM2kAvgQ:	3	14	4	8	8	1	2	7	2	6	9	8

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:08 Page 17-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.1
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	151	774	162	202	636	93	204	735	172	222	677	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	7	0	0	0	0	0	0	54	8	0	61	0
Initial Fut:	158	774	162	202	636	93	204	789	180	222	738	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:	158	774	162	202	636	93	204	789	180	222	738	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	774	162	202	636	93	204	789	180	222	738	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.:	158	774	162	202	636	93	204	789	180	222	738	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2931	669	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.09	0.12	0.18	0.05	0.12	0.27	0.27	0.13	0.20	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.27	0.27	0.15	0.28	0.28	0.19	0.34	0.34	0.17	0.32	0.32
Volume/Cap:	0.63	0.79	0.33	0.79	0.63	0.19	0.64	0.79	0.79	0.79	0.64	0.41
Delay/Veh:	53.5	44.6	35.2	63.7	39.3	33.1	49.3	38.9	38.9	61.5	36.0	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	44.6	35.2	63.7	39.3	33.1	49.3	38.9	38.9	61.5	36.0	32.4
LOS by Move:	D	D	D	E	D	C	D	D	D	E	D	C
HCM2kAvgQ:	7	16	5	10	11	3	9	18	18	11	13	7

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:08 Page 18-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.241
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	29	714	3	23	773	19	10	2	26	7	6	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	736	3	24	796	20	10	2	27	7	6	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	7	0	0	8	0	0	0	0	0	0	0
Initial Fut:	30	743	3	24	804	20	10	2	27	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:	30	743	3	24	804	20	10	2	27	7	6	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	743	3	24	804	20	10	2	27	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.:	30	743	3	24	804	20	10	2	27	7	6	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.54	0.46	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1500	300	1800	969	831	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.00	0.01	0.22	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:					****						****	
Green/Cycle:	0.93	0.93	0.93	0.93	0.93	0.93	0.03	0.03	0.03	0.03	0.03	0.03
Volume/Cap:	0.02	0.22	0.00	0.02	0.24	0.01	0.22	0.22	0.48	0.24	0.24	0.24
Delay/Veh:	0.3	0.4	0.3	0.3	0.4	0.3	49.3	49.3	54.1	49.5	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.3	0.4	0.3	0.3	0.4	0.3	49.3	49.3	54.1	49.5	49.5	49.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	1	0	0	1	0	1	1	2	1	1	1

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:08 Page 19-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.4
Optimal Cycle:	26	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 1!	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	0	463	257	297	513	0	0	0	0	286	0	324
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	477	265	306	529	0	0	0	0	295	0	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	8	0	0	0	0	0	0	0	7
Initial Fut:	0	477	265	314	529	0	0	0	0	295	0	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	477	265	314	529	0	0	0	0	295	0	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	477	265	314	529	0	0	0	0	295	0	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	477	265	314	529	0	0	0	0	295	0	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.47	0.00	1.53
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	2547	0	2747
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.15	0.18	0.15	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:			****	****								****
Green/Cycle:	0.00	0.30	0.30	0.38	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.44	0.48	0.48	0.21	0.00	0.00	0.00	0.00	0.45	0.00	0.48
Delay/Veh:	0.0	28.3	29.1	24.1	5.9	0.0	0.0	0.0	0.0	31.5	0.0	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	28.3	29.1	24.1	5.9	0.0	0.0	0.0	0.0	31.5	0.0	31.9
LOS by Move:	A	C	C	C	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	7	8	3	0	0	0	0	6	0	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.369
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	1 0	0 1	1	0 1	0 1
Volume Module: >> Count Date: 20 Apr 2005 << 1215-1315												
Base Vol:	22	398	6	13	445	395	377	9	56	3	12	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	23	410	6	13	458	407	388	9	58	3	12	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	410	6	13	458	407	388	9	58	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:	23	410	6	13	458	407	388	9	58	3	12	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	410	6	13	458	407	388	9	58	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.:	23	410	6	13	458	407	388	9	58	3	12	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	3418	82	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.01	0.13	0.23	0.11	0.11	0.03	0.00	0.01	0.01
Crit Moves:						****	****					****
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.31	0.31	0.31	0.02	0.02	0.02
Volume/Cap:	0.02	0.19	0.01	0.01	0.21	0.37	0.37	0.37	0.10	0.09	0.34	0.37
Delay/Veh:	7.6	8.5	7.5	7.6	8.7	9.9	27.3	27.3	24.8	49.2	53.9	54.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	8.5	7.5	7.6	8.7	9.9	27.3	27.3	24.8	49.2	53.9	54.6
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	D
HCM2kAvgQ:	0	3	0	0	3	7	5	5	1	0	1	1

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:08 Page 21-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Split Phase			Split Phase			Protected						Protected					
Rights:		Include			Include			Include						Include				
Min. Green:	0	0	0	0	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03						
Initial Bse:	141	152	154	186	171	71	63	992	37	177	945	133						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
APPRVD PROJ:	0	0	0	0	0	0	0	43	0	0	43	0						
Initial Fut:	141	152	154	186	171	71	63	1035	37	177	988	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:	141	152	154	186	171	71	63	1035	37	177	988	133						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	141	152	154	186	171	71	63	1035	37	177	988	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.:	141	152	154	186	171	71	63	1035	37	177	988	133						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95						
Lanes:	1.00	1.00	1.00	1.59	1.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00						
Final Sat.:	1700	1800	1800	2764	2535	1800	1700	3600	1800	1700	3600	1800						
Capacity Analysis Module:																		
Vol/Sat:	0.08	0.08	0.09	0.07	0.07	0.04	0.04	0.29	0.02	0.10	0.27	0.07						
Crit Moves:			****		****			****		****								
Green/Cycle:	0.14	0.14	0.14	0.11	0.11	0.11	0.08	0.48	0.48	0.17	0.57	0.57						
Volume/Cap:	0.59	0.60	0.61	0.61	0.61	0.35	0.48	0.61	0.04	0.61	0.48	0.13						
Delay/Veh:	44.1	42.3	42.4	44.1	44.1	42.2	47.0	19.9	14.1	41.8	12.9	10.0						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	44.1	42.3	42.4	44.1	44.1	42.2	47.0	19.9	14.1	41.8	12.9	10.0						
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B						
HCM2kAvgQ:	5	6	6	5	5	2	3	13	1	6	9	2						

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.9
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:		Include			Include			Include						Include				
Min. Green:	0	0	0	0	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03						
Initial Bse:	56	65	25	53	33	55	144	1195	27	43	1058	14						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
APPRVD PROJ:	0	2	1	2	2	0	0	296	0	1	239	2						
Initial Fut:	56	67	26	55	35	55	144	1491	27	44	1297	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:	56	67	26	55	35	55	144	1491	27	44	1297	16						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	56	67	26	55	35	55	144	1491	27	44	1297	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.:	56	67	26	55	35	55	144	1491	27	44	1297	16						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95						
Lanes:	0.45	0.55	1.00	0.61	0.39	1.00	1.00	2.00	1.00	1.00	2.00	1.00						
Final Sat.:	817	983	1800	1097	703	1800	1700	3600	1800	1700	3600	1800						
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.07	0.01	0.05	0.05	0.03	0.08	0.41	0.01	0.03	0.36	0.01						
Crit Moves:		****						****										
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.82	0.82	0.82	0.82	0.82	0.82						
Volume/Cap:	0.50	0.50	0.11	0.37	0.37	0.22	0.10	0.50	0.02	0.03	0.44	0.01						
Delay/Veh:	41.8	41.8	38.1	40.3	40.3	39.0	1.7	2.8	1.6	1.6	2.5	1.6						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	41.8	41.8	38.1	40.3	40.3	39.0	1.7	2.8	1.6	1.6	2.5	1.6						
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A						
HCM2kAvgQ:	4	4	1	3	3	2	1	8	0	0	6	0						

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	47	140	64	34	120	41	40	987	28	63	1114	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	4	1	1	4	1	1	122	0	0	114	1
Initial Fut:	48	144	65	35	124	42	41	1109	28	63	1228	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:	48	144	65	35	124	42	41	1109	28	63	1228	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	144	65	35	124	42	41	1109	28	63	1228	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.:	48	144	65	35	124	42	41	1109	28	63	1228	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.25	0.75	1.00	0.22	0.78	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	452	1348	1800	397	1403	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.09	0.09	0.02	0.02	0.31	0.02	0.04	0.34	0.02
Crit Moves:		****									****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.47	0.47	0.16	0.38	0.38	0.10	0.03	0.42	0.02	0.05	0.47	0.03
Delay/Veh:	34.1	34.1	31.0	33.2	33.2	30.5	3.7	5.3	3.7	3.8	5.6	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	34.1	31.0	33.2	33.2	30.5	3.7	5.3	3.7	3.8	5.6	3.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	6	6	2	5	5	1	0	7	0	1	8	0

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	163	237	129	55	252	169	135	1419	110	129	1444	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	3	0	0	55	0	0	62	0
Initial Fut:	163	240	129	55	255	169	135	1474	110	129	1506	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:	163	240	129	55	255	169	135	1474	110	129	1506	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	240	129	55	255	169	135	1474	110	129	1506	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.:	163	240	129	55	255	169	135	1474	110	129	1506	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.90	0.10
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5024	376	1700	5221	179
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.07	0.03	0.14	0.09	0.08	0.29	0.29	0.08	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.30	0.41	0.07	0.22	0.34	0.12	0.45	0.45	0.12	0.45	0.45
Volume/Cap:	0.64	0.45	0.17	0.45	0.64	0.27	0.64	0.65	0.65	0.65	0.64	0.64
Delay/Veh:	45.7	29.1	18.6	47.1	39.0	24.0	48.5	21.7	21.7	49.3	22.0	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	29.1	18.6	47.1	39.0	24.0	48.5	21.7	21.7	49.3	22.0	22.0
LOS by Move:	D	C	B	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	6	7	3	2	8	4	6	14	14	5	14	14

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

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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	0.70	1.00		1.00	0.53		0.86	1.00	0.47
Satd. Flow (perm)		1724	1500	1174	1550		1500	888		1515	1500	791
Volume (vph)	6	75	50	188	35	151	25	21	76	252	170	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	75	50	188	35	151	25	21	76	252	170	16
RTOR Reduction (vph)	0	0	40	0	0	0	20	0	0	0	103	0
Lane Group Flow (vph)	0	81	10	188	186	0	5	21	0	328	67	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)		18.4	18.4	18.4	18.4		18.4	34.4		34.4	34.4	34.4
Effective Green, g (s)		16.4	16.4	16.4	16.4		16.4	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)		344	300	235	310		300	350		598	592	312
v/s Ratio Prot												
v/s Ratio Perm		0.05	0.01	c0.16	0.12		0.00	0.02		c0.22	0.04	0.02
v/c Ratio		0.24	0.03	0.80	0.60		0.02	0.06		0.55	0.11	0.05
Uniform Delay, d1		27.6	26.5	31.3	29.9		26.4	15.4		19.2	15.7	15.4
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	17.5	3.3		0.0	0.3		3.6	0.4	0.3
Delay (s)		27.9	26.5	48.7	33.1		26.4	15.7		22.8	16.1	15.7
Level of Service		C	C	D	C		C	B		C	B	B
Approach Delay (s)		27.4			40.1					20.3		
Approach LOS		C			D					C		

Intersection Summary

HCM Average Control Delay	30.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	82.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.6%	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)	1673		1425		1606	
Flt Permitted	1.00		1.00		0.98	
Satd. Flow (perm)	1673		1425		1606	
Volume (vph)	260	4	4	3	121	121
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	260	4	4	3	121	121
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	264	0	2	0	245	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.4		34.4		17.3	
Effective Green, g (s)	32.4		32.4		15.3	
Actuated g/C Ratio	0.39		0.39		0.19	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	660		562		299	
v/s Ratio Prot	0.16				c0.15	
v/s Ratio Perm			0.00			
v/c Ratio	0.40		0.00		0.82	
Uniform Delay, d1	17.9		15.1		32.1	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	1.8		0.0		15.9	
Delay (s)	19.7		15.1		48.0	
Level of Service	B		B		D	
Approach Delay (s)	19.4				48.0	
Approach LOS	B				D	

Intersection Summary

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:09 Page 25-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future 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): 3.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound					West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R			L	- T	- R		
Control:	Permitted			Permitted			Permitted					Permitted				
Rights:	Include			Include			Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0	0	1	0	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
Initial Bse:	10	460	5	13	553	15	15	11	9	11	4	14				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
APPRVD PROJ:	0	3	0	0	3	0	0	0	0	0	0	0				
Initial Fut:	10	463	5	13	556	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	463	5	13	556	15	15	11	9	11	4	14				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	10	463	5	13	556	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	463	5	13	556	15	15	11	9	11	4	14				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.42	1.00	0.73	0.27	1.00				
Final Sat.:	1700	1800	1800	1700	1800	1800	1038	762	1800	1320	480	1800				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.26	0.00	0.01	0.31	0.01	0.01	0.01	0.01	0.01	0.01	0.01				
Crit Moves:					****			****								
Green/Cycle:	0.92	0.92	0.92	0.92	0.92	0.92	0.04	0.04	0.04	0.04	0.04	0.04				
Volume/Cap:	0.01	0.28	0.00	0.01	0.34	0.01	0.34	0.34	0.12	0.19	0.19	0.18				
Delay/Veh:	0.4	0.6	0.4	0.4	0.6	0.4	48.9	48.9	46.6	47.3	47.3	47.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.4	0.6	0.4	0.4	0.6	0.4	48.9	48.9	46.6	47.3	47.3	47.2				
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D				
HCM2kAvgQ:	0	2	0	0	2	0	1	1	0	1	1	1				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound					West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R			L	- T	- R		
Control:	Permitted			Permitted			Permitted					Permitted				
Rights:	Include			Include			Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0	0	1	0	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
Initial Bse:	47	415	15	30	445	41	54	132	79	8	101	28				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
APPRVD PROJ:	0	3	0	0	3	0	0	0	0	0	0	0				
Initial Fut:	47	418	15	30	448	41	54	132	79	8	101	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:	47	418	15	30	448	41	54	132	79	8	101	28				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	47	418	15	30	448	41	54	132	79	8	101	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.:	47	418	15	30	448	41	54	132	79	8	101	28				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.71	1.00	0.08	0.92	1.00				
Final Sat.:	1700	1800	1800	1700	1800	1800	520	1280	1800	136	1664	1800				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.01	0.02	0.25	0.02	0.10	0.10	0.04	0.06	0.06	0.02				
Crit Moves:					****			****								
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.28	0.28	0.28	0.28	0.28	0.28				
Volume/Cap:	0.04	0.34	0.01	0.03	0.37	0.03	0.37	0.37	0.16	0.22	0.22	0.05				
Delay/Veh:	5.3	6.9	5.2	5.3	7.0	5.3	29.3	29.3	27.2	27.7	27.7	26.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	5.3	6.9	5.2	5.3	7.0	5.3	29.3	29.3	27.2	27.7	27.7	26.3				
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C				
HCM2kAvgQ:	1	6	0	0	6	0	5	5	2	3	3	1				

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:09 Page 27-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	74	158	58	193	190	90	60	842	8	38	966	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	1	0	0	0	124	0	0	115	1
Initial Fut:	74	158	58	194	190	90	60	966	8	38	1081	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	158	58	194	190	90	60	966	8	38	1081	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	158	58	194	190	90	60	966	8	38	1081	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	158	58	194	190	90	60	966	8	38	1081	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.11	0.05	0.05	0.04	0.27	0.00	0.02	0.30	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.15	0.09	0.09	0.23	0.18	0.18	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.30	0.49	0.36	0.49	0.30	0.28	0.06	0.44	0.01	0.04	0.49	0.15
Delay/Veh:	38.7	44.5	44.1	34.1	36.0	36.1	7.6	10.2	7.4	7.5	10.7	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	44.5	44.1	34.1	36.0	36.1	7.6	10.2	7.4	7.5	10.7	8.2
LOS by Move:	D	D	D	C	D	D	A	B	A	A	B	A
HCM2kAvgQ:	2	3	2	6	3	3	1	8	0	1	10	2

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:09 Page 28-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.0
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	35	89	56	48	120	112	57	1435	33	29	1462	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	21	0	6	5	50	0	0	56	19
Initial Fut:	35	89	56	69	120	118	62	1485	33	29	1518	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:	35	89	56	69	120	118	62	1485	33	29	1518	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	89	56	69	120	118	62	1485	33	29	1518	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.:	35	89	56	69	120	118	62	1485	33	29	1518	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.81	0.19
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5283	117	1700	5065	335
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.03	0.04	0.07	0.07	0.04	0.28	0.28	0.02	0.30	0.30
Crit Moves:					****		****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.08	0.74	0.74	0.04	0.70	0.70
Volume/Cap:	0.13	0.32	0.20	0.26	0.43	0.42	0.43	0.38	0.38	0.38	0.43	0.43
Delay/Veh:	36.7	38.2	37.2	37.7	39.3	39.2	45.5	4.8	4.8	49.6	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	38.2	37.2	37.7	39.3	39.2	45.5	4.8	4.8	49.6	6.5	6.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	3	2	2	4	4	3	6	6	1	8	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	131	453	62	76	360	155	222	791	152	126	895	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	296	0	0	239	0
Initial Fut:	131	453	62	76	360	155	222	1087	152	126	1134	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	453	62	76	360	155	222	1087	152	126	1134	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	453	62	76	360	155	222	1087	152	126	1134	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	453	62	76	360	155	222	1087	152	126	1134	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3157	443	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.03	0.04	0.10	0.09	0.13	0.34	0.34	0.07	0.32	0.08
Crit Moves:		****					****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.60	0.60	0.13	0.52	0.52
Volume/Cap:	0.37	0.61	0.17	0.22	0.48	0.41	0.61	0.57	0.57	0.57	0.61	0.15
Delay/Veh:	34.7	37.4	32.8	33.2	35.4	35.1	38.4	12.4	12.4	44.5	17.5	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	37.4	32.8	33.2	35.4	35.1	38.4	12.4	12.4	44.5	17.5	12.7
LOS by Move:	C	D	C	C	D	D	D	B	B	D	B	B
HCM2kAvgQ:	4	7	2	2	6	5	8	12	12	5	13	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	38	136	95	88	184	149	198	875	27	180	814	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	43	0	0	43	0
Initial Fut:	38	136	95	88	184	149	198	918	27	180	857	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:	38	136	95	88	184	149	198	918	27	180	857	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	136	95	88	184	149	198	918	27	180	857	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.:	38	136	95	88	184	149	198	918	27	180	857	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3347	253
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.05	0.05	0.10	0.08	0.12	0.25	0.01	0.11	0.26	0.26
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.14	0.14	0.09	0.19	0.40	0.21	0.47	0.47	0.20	0.46	0.46
Volume/Cap:	0.55	0.56	0.39	0.56	0.55	0.21	0.56	0.54	0.03	0.54	0.56	0.56
Delay/Veh:	55.7	43.1	40.4	47.7	38.6	19.9	37.3	18.9	14.1	37.8	19.9	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	43.1	40.4	47.7	38.6	19.9	37.3	18.9	14.1	37.8	19.9	19.9
LOS by Move:	E	D	D	D	D	B	D	B	B	D	B	B
HCM2kAvgQ:	2	5	3	4	6	3	7	11	0	6	11	11

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.134
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.9
Optimal Cycle:	13	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	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	0	0	1	0	0	1	0	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	1	7		29	0	19		19	404	0		0	349	45	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	1	7		29	0	19		19	404	0		0	349	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	1	7		29	0	19		19	404	0		0	349	45	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1	7		29	0	19		19	404	0		0	349	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	1	7		29	0	19		19	404	0		0	349	45	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.12	0.88		1.00	0.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	0	225	1575		1800	0	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.01		0.01	0.11	0.00		0.00	0.10	0.03	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.12	0.12		0.12	0.00	0.12		0.84	0.84	0.00		0.00	0.84	0.84	
Volume/Cap:	0.00	0.04	0.04		0.13	0.00	0.09		0.01	0.13	0.00		0.00	0.12	0.03	
Delay/Veh:	0.0	39.0	39.0		39.6	0.0	39.3		1.3	1.5	0.0		0.0	1.4	1.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	39.0	39.0		39.6	0.0	39.3		1.3	1.5	0.0		0.0	1.4	1.3	
LOS by Move:	A	D	D		D	A	D		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		1	0	1		0	1	0		0	1	0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.1
Optimal Cycle:	20	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				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	
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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	4	5	13		24	5	21		25	912	8		9	864	29	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	1	0		0	1	0	
Initial Fut:	4	5	13		24	5	21		25	913	8		9	865	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:	4	5	13		24	5	21		25	913	8		9	865	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	5	13		24	5	21		25	913	8		9	865	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.:	4	5	13		24	5	21		25	913	8		9	865	29	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.44	0.56	1.00		0.82	0.18	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	800	1000	1800		1479	321	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.02	0.02	0.01		0.01	0.25	0.00		0.01	0.24	0.02	
Crit Moves:						****				****			****			
Green/Cycle:	0.05	0.05	0.05		0.05	0.05	0.05		0.05	0.87	0.87		0.02	0.83	0.83	
Volume/Cap:	0.09	0.09	0.14		0.29	0.29	0.21		0.29	0.29	0.01		0.29	0.29	0.02	
Delay/Veh:	45.3	45.3	45.6		47.1	47.1	46.2		47.6	1.2	0.9		53.5	1.9	1.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.3	45.3	45.6		47.1	47.1	46.2		47.6	1.2	0.9		53.5	1.9	1.4	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	0	0	1		1	1	1		1	3	0		1	3	0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.9
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	23	2	10		29	2	12		14	1310	5		3	1151	15	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	296	0		0	239	0	
Initial Fut:	23	2	10		29	2	12		14	1606	5		3	1390	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:	23	2	10		29	2	12		14	1606	5		3	1390	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	2	10		29	2	12		14	1606	5		3	1390	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.:	23	2	10		29	2	12		14	1606	5		3	1390	15	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.92	0.08	1.00		0.93	0.07	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1650	150	1800		1680	120	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.02	0.02	0.01		0.01	0.45	0.00		0.00	0.39	0.01	
Crit Moves:						****				****						
Green/Cycle:	0.04	0.04	0.04		0.04	0.04	0.04		0.92	0.92	0.92		0.92	0.92	0.92	
Volume/Cap:	0.39	0.39	0.16		0.48	0.48	0.19		0.01	0.48	0.00		0.00	0.42	0.01	
Delay/Veh:	51.0	51.0	48.0		52.9	52.9	48.3		0.3	0.6	0.3		0.3	0.6	0.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.0	51.0	48.0		52.9	52.9	48.3		0.3	0.6	0.3		0.3	0.6	0.3	
LOS by Move:	D	D	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	1	1	0		2	2	1		0	4	0		0	3	0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 50 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 2	0	1	1	0 2	1	0
Volume Module: >> Count Date: 31 Mar 2005 << 1230-1330																
Base Vol:	134	673	183		179	729	213		169	593	125		146	624	152	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	138	693	189		184	751	219		174	611	129		150	643	157	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	352	0		0	278	0		0	4	0		0	3	0	
Initial Fut:	138	1045	189		184	1029	219		174	615	129		150	646	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:	138	1045	189		184	1029	219		174	615	129		150	646	157	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	1045	189		184	1029	219		174	615	129		150	646	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.:	138	1045	189		184	1029	219		174	615	129		150	646	157	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.41	0.59	
Final Sat.:	1700	3600	1800		1700	3600	1800		1700	3600	1800		1700	4346	1054	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.29	0.10		0.11	0.29	0.12		0.10	0.17	0.07		0.09	0.15	0.15	
Crit Moves:		****				****					****			****		
Green/Cycle:	0.13	0.41	0.41		0.15	0.44	0.44		0.15	0.24	0.24		0.13	0.22	0.22	
Volume/Cap:	0.65	0.71	0.25		0.71	0.65	0.28		0.68	0.71	0.30		0.71	0.68	0.68	
Delay/Veh:	56.9	30.8	23.4		56.7	27.3	21.6		55.7	44.2	37.5		60.6	44.8	44.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.9	30.8	23.4		56.7	27.3	21.6		55.7	44.2	37.5		60.6	44.8	44.8	
LOS by Move:	E	C	C		E	C	C		E	D	D		E	D	D	
HCM2kAvgQ:	7	17	5		9	16	5		8	12	4		7	11	11	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	29	847	66		99	889	39		45	49	31		75	42	72									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	352	0		0	278	0		0	0	0		0	0	0									
Initial Fut:	29	1199	66		99	1167	39		45	49	31		75	42	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:	29	1199	66		99	1167	39		45	49	31		75	42	72									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	29	1199	66		99	1167	39		45	49	31		75	42	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.:	29	1199	66		99	1167	39		45	49	31		75	42	72									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95									
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.36	0.39	0.25		0.64	0.36	1.00									
Final Sat.:	1700	3600	1800		1700	3600	1800		649	708	443		1153	647	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.33	0.04		0.06	0.32	0.02		0.07	0.07	0.07		0.07	0.07	0.04									
Crit Moves:		****								****														
Green/Cycle:	0.79	0.79	0.79		0.79	0.79	0.79		0.17	0.17	0.17		0.17	0.17	0.17									
Volume/Cap:	0.02	0.42	0.05		0.07	0.41	0.03		0.42	0.42	0.42		0.39	0.39	0.24									
Delay/Veh:	2.2	3.3	2.2		2.3	3.2	2.2		38.3	38.3	38.3		38.0	38.0	36.6									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	2.2	3.3	2.2		2.3	3.2	2.2		38.3	38.3	38.3		38.0	38.0	36.6									
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D									
HCM2kAvgQ:	0	6	0		1	6	0		4	4	4		4	4	2									

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	127	827	151		73	956	41		56	563	39		149	587	121									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
APPRVD PROJ:	0	352	0		0	278	0		0	1	0		0	1	0									
Initial Fut:	127	1179	151		73	1234	41		56	564	39		149	588	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:	127	1179	151		73	1234	41		56	564	39		149	588	121									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	127	1179	151		73	1234	41		56	564	39		149	588	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.:	127	1179	151		73	1234	41		56	564	39		149	588	121									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95									
Lanes:	1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.00	1.00		2.00	2.00	1.00									
Final Sat.:	1700	3600	1800		1700	5225	174		1700	3600	1800		3200	3600	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.33	0.08		0.04	0.24	0.24		0.03	0.16	0.02		0.05	0.16	0.07									
Crit Moves:		****			****					****				****										
Green/Cycle:	0.14	0.53	0.53		0.07	0.46	0.46		0.06	0.25	0.25		0.08	0.28	0.28									
Volume/Cap:	0.52	0.61	0.16		0.61	0.52	0.52		0.59	0.61	0.09		0.61	0.59	0.24									
Delay/Veh:	49.3	20.1	14.4		63.5	23.2	23.2		65.2	40.8	34.2		58.4	38.6	34.0									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	49.3	20.1	14.4		63.5	23.2	23.2		65.2	40.8	34.2		58.4	38.6	34.0									
LOS by Move:	D	C	B		E	C	C		E	D	C		E	D	C									
HCM2kAvgQ:	5	16	3		4	12	12		3	10	1		4	10	4									

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:10 Page 37-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.5
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	94	757	569	74	1043	77	120	228	124	496	418	358
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	310	52	6	272	0	0	0	0	102	92	42
Initial Fut:	94	1067	621	80	1315	77	120	228	124	598	510	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:	94	1067	621	80	1315	77	120	228	124	598	510	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1067	621	80	1315	77	120	228	124	598	510	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.:	94	1067	621	80	1315	77	120	228	124	598	510	400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.30	0.70	1.22	1.00	0.78
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2333	1267	2100	1793	1404
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.34	0.05	0.37	0.04	0.07	0.10	0.10	0.28	0.28	0.28
Crit Moves:					****			****		****		
Green/Cycle:	0.46	0.46	0.81	0.46	0.46	0.46	0.12	0.12	0.12	0.36	0.36	0.36
Volume/Cap:	0.12	0.65	0.42	0.10	0.80	0.09	0.58	0.80	0.80	0.80	0.80	0.80
Delay/Veh:	18.9	26.2	3.5	18.7	30.9	18.6	53.7	61.4	61.4	37.4	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	26.2	3.5	18.7	30.9	18.6	53.7	61.4	61.4	37.4	37.4	37.4
LOS by Move:	B	C	A	B	C	B	D	E	E	D	D	D
HCM2kAvgQ:	2	16	7	2	23	2	5	9	9	20	20	20

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:10 Page 38-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	125	1263	176	109	1402	348	339	772	98	181	606	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	536	72	13	497	0	0	15	0	60	3	0
Initial Fut:	125	1799	248	122	1899	348	339	787	98	241	609	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:	125	1799	248	122	1899	348	339	787	98	241	609	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1799	248	122	1899	348	339	787	98	241	609	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.:	125	1799	248	122	1899	348	339	787	98	241	609	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.67	0.33	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	4802	598	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.14	0.07	0.35	0.19	0.11	0.16	0.16	0.08	0.17	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.46	0.57	0.10	0.46	0.60	0.14	0.25	0.25	0.11	0.22	0.22
Volume/Cap:	0.76	0.73	0.24	0.73	0.76	0.32	0.76	0.66	0.66	0.66	0.76	0.22
Delay/Veh:	71.9	27.6	12.9	67.3	28.4	12.1	57.5	42.0	42.0	55.6	48.2	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	27.6	12.9	67.3	28.4	12.1	57.5	42.0	42.0	55.6	48.2	38.5
LOS by Move:	E	C	B	E	C	B	E	D	D	E	D	D
HCM2kAvgQ:	7	20	5	6	21	7	9	11	11	6	13	3

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:10 Page 39-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.058
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 72.5
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	1380	218	32	1654	37	25	15	29	240	20	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	597	0	0	569	0	11	1028	12	13	909	12
Initial Fut:	21	1977	218	32	2223	37	36	1043	41	253	929	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:	21	1977	218	32	2223	37	36	1043	41	253	929	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1977	218	32	2223	37	36	1043	41	253	929	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.:	21	1977	218	32	2223	37	36	1043	41	253	929	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.70	0.30	1.00	2.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	4863	537	1700	5311	89	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.02	0.42	0.42	0.02	0.29	0.02	0.15	0.26	0.04
Crit Moves:		****			****			****			****	
Green/Cycle:	0.01	0.38	0.38	0.02	0.39	0.39	0.27	0.27	0.27	0.24	0.24	0.24
Volume/Cap:	1.07	1.06	1.06	1.06	1.07	1.07	0.08	1.06	0.08	0.61	1.06	0.17
Delay/Veh:	278.3	67.9	67.9	231.0	72.2	72.2	27.0	81.5	27.0	34.2	81.4	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	278.3	67.9	67.9	231.0	72.2	72.2	27.0	81.5	27.0	34.2	81.4	30.0
LOS by Move:	F	E	E	F	E	E	C	F	C	C	F	C
HCM2kAvgQ:	2	34	34	3	36	36	1	26	1	8	23	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.0
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1567	43	114	1889	0	0	0	0	48	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	543	0	0	566	0	0	0	0	10	0	10
Initial Fut:	0	2110	43	114	2455	0	0	0	0	58	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	2110	43	114	2455	0	0	0	0	58	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2110	43	114	2455	0	0	0	0	58	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	2110	43	114	2455	0	0	0	0	58	0	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.94	0.06	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	5291	109	1700	5400	0	0	0	0	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.07	0.45	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:					****					****		
Green/Cycle:	0.00	0.89	0.89	0.89	0.89	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.45	0.45	0.08	0.51	0.00	0.00	0.00	0.00	0.51	0.00	0.29
Delay/Veh:	0.0	1.0	1.0	0.6	1.1	0.0	0.0	0.0	0.0	48.8	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.0	1.0	0.6	1.1	0.0	0.0	0.0	0.0	48.8	0.0	45.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	5	5	0	6	0	0	0	0	3	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	70	1421	5	7	1623	140	159	8	71	8	24	12
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	72	1464	5	7	1672	144	164	8	73	8	25	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	16	540	0	0	599	15	27	0	29	10	0	10
Initial Fut:	88	2004	5	7	2271	159	191	8	102	18	25	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:	88	2004	5	7	2271	159	191	8	102	18	25	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2004	5	7	2271	159	191	8	102	18	25	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.:	88	2004	5	7	2271	159	191	8	102	18	25	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.80	0.20	1.92	0.08	1.00	0.42	0.58	1.00
Final Sat.:	1700	5400	1800	1700	5046	354	3355	145	1800	764	1036	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.00	0.45	0.45	0.06	0.06	0.06	0.02	0.02	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.71	0.71	0.09	0.09	0.09	0.04	0.04	0.04
Volume/Cap:	0.63	0.47	0.00	0.47	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.33
Delay/Veh:	53.6	3.8	2.4	70.8	8.0	8.0	48.1	48.1	51.8	65.3	65.3	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	3.8	2.4	70.8	8.0	8.0	48.1	48.1	51.8	65.3	65.3	49.7
LOS by Move:	D	A	A	E	A	A	D	D	D	E	E	D
HCM2kAvgQ:	4	8	0	1	14	14	4	4	4	2	2	1

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:11 Page 42-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	89	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	227	1409	154	172	1442	213	158	1066	173	177	944	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	253	38	247	275	116	36	11	0	45	12	182
Initial Fut:	227	1662	192	419	1717	329	194	1077	173	222	956	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	1662	192	419	1717	329	194	1077	173	222	956	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1662	192	419	1717	329	194	1077	173	222	956	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	227	1662	192	419	1717	329	194	1077	173	222	956	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.11	0.13	0.32	0.18	0.06	0.30	0.10	0.07	0.18	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.36	0.36	0.15	0.41	0.41	0.11	0.35	0.35	0.08	0.32	0.32
Volume/Cap:	0.77	0.87	0.30	0.87	0.77	0.44	0.56	0.87	0.28	0.87	0.56	0.54
Delay/Veh:	64.6	40.4	28.1	64.7	31.8	25.6	52.8	43.2	28.6	79.5	34.4	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	40.4	28.1	64.7	31.8	25.6	52.8	43.2	28.6	79.5	34.4	34.8
LOS by Move:	E	D	C	E	C	C	D	D	C	E	C	C
HCM2kAvgQ:	7	23	5	12	20	9	5	22	5	7	11	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	29	1775	14	12	1662	18	6	3	15	17	9	12
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	1829	14	12	1712	19	6	3	15	18	9	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	271	0	15	290	15	10	0	0	0	0	10
Initial Fut:	30	2100	14	27	2002	34	16	3	15	18	9	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:	30	2100	14	27	2002	34	16	3	15	18	9	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2100	14	27	2002	34	16	3	15	18	9	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.:	30	2100	14	27	2002	34	16	3	15	18	9	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.95	0.05	0.84	0.16	1.00	0.65	0.35	1.00
Final Sat.:	1700	5363	37	1700	5311	89	1511	289	1800	1177	623	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.02	0.38	0.38	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****									****	
Green/Cycle:	0.92	0.92	0.92	0.92	0.92	0.92	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.02	0.42	0.42	0.02	0.41	0.41	0.30	0.30	0.24	0.42	0.42	0.35
Delay/Veh:	0.3	0.5	0.5	0.3	0.5	0.5	49.8	49.8	49.0	51.8	51.8	50.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.3	0.5	0.5	0.3	0.5	0.5	49.8	49.8	49.0	51.8	51.8	50.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	3	3	1	1	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw 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): 35.9
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	130	1292	91	97	1460	77	102	938	101	160	1163	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	75	270	41	0	289	1	1	82	72	35	81	0
Initial Fut:	205	1562	132	97	1749	78	103	1020	173	195	1244	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:	205	1562	132	97	1749	78	103	1020	173	195	1244	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1562	132	97	1749	78	103	1020	173	195	1244	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.:	205	1562	132	97	1749	78	103	1020	173	195	1244	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	2.00	2.56	0.44	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5169	231	3200	4617	783	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.07	0.03	0.34	0.34	0.03	0.22	0.22	0.06	0.35	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.44	0.44	0.05	0.40	0.40	0.04	0.35	0.35	0.10	0.41	0.41
Volume/Cap:	0.84	0.66	0.17	0.66	0.84	0.84	0.84	0.62	0.62	0.62	0.84	0.10
Delay/Veh:	76.1	27.6	20.7	67.3	35.1	35.1	94.0	32.7	32.7	55.9	35.8	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	27.6	20.7	67.3	35.1	35.1	94.0	32.7	32.7	55.9	35.8	21.6
LOS by Move:	E	C	C	E	D	D	F	C	C	E	D	C
HCM2kAvgQ:	7	16	3	3	23	23	4	13	13	5	24	2

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	2	1	0		1	0	3	0	0		0	0	0	0	0		1	0	0	0	1	
Volume Module: >> Count Date: 12 Apr 2005 << 1300-1400																								
Base Vol:	0	1575		36			21	1713		0			0		0		0		65		0		37	
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	0	1623		37			22	1765		0			0		0		0		67		0		38	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	0	311		13			62	334		0			0		0		0		16		0		75	
Initial Fut:	0	1934		50			84	2099		0			0		0		0		83		0		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:	0	1934		50			84	2099		0			0		0		0		83		0		113	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	0	1934		50			84	2099		0			0		0		0		83		0		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.:	0	1934		50			84	2099		0			0		0		0		83		0		113	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00	2.92		0.08			1.00	3.00		0.00			0.00		0.00		0.00		1.00		0.00		1.00	
Final Sat.:	0	5264		136			1700	5400		0			0		0		0		1700		0		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.37		0.37			0.05	0.39		0.00			0.00		0.00		0.00		0.05		0.00		0.06	
Crit Moves:		****						****																****
Green/Cycle:	0.00	0.72		0.72			0.10	0.82		0.00			0.00		0.00		0.00		0.12		0.00		0.12	
Volume/Cap:	0.00	0.51		0.51			0.51	0.48		0.00			0.00		0.00		0.00		0.40		0.00		0.51	
Delay/Veh:	0.0	6.3		6.3			45.6	2.8		0.0			0.0		0.0		0.0		41.6		0.0		43.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0	6.3		6.3			45.6	2.8		0.0			0.0		0.0		0.0		41.6		0.0		43.0	
LOS by Move:	A	A		A			D	A		A			A		A		A		D		A		D	
HCM2kAvgQ:	0	10		10			3	7		0			0		0		0		3		0		4	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
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	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	98	1487		0			0	1676		114			161		0		106		0		0		0	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	0	324		0			0	350		0			0		0		0		0		0		0	
Initial Fut:	98	1811		0			0	2026		114			161		0		106		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:	98	1811		0			0	2026		114			161		0		106		0		0		0	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	98	1811		0			0	2026		114			161		0		106		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.:	98	1811		0			0	2026		114			161		0		106		0		0		0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.92		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00	3.00		0.00			0.00	2.84		0.16			1.61		0.00		1.39		0.00		0.00		0.00	
Final Sat.:	1700	5400		0			0	5112		288			2809		0		2502		0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.34		0.00			0.00	0.40		0.40			0.06		0.00		0.04		0.00		0.00		0.00	
Crit Moves:	****							****					****											
Green/Cycle:	0.11	0.83		0.00			0.00	0.73		0.73			0.11		0.00		0.11		0.00		0.00		0.00	
Volume/Cap:	0.54	0.40		0.00			0.00	0.54		0.54			0.54		0.00		0.40		0.00		0.00		0.00	
Delay/Veh:	45.8	2.1		0.0			0.0	6.2		6.2			43.7		0.0		42.2		0.0		0.0		0.0	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	45.8	2.1		0.0			0.0	6.2		6.2			43.7		0.0		42.2		0.0		0.0		0.0	
LOS by Move:	D	A		A			A	A		A			D		A		D		A		A		A	
HCM2kAvgQ:	4	5		0			0	11		11			4		0		3		0		0		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	46	1490	19		24	1768	33		48	0	82		8	1	18	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	324	0		0	350	0		0	0	0		0	0	0	
Initial Fut:	46	1814	19		24	2118	33		48	0	82		8	1	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:	46	1814	19		24	2118	33		48	0	82		8	1	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	46	1814	19		24	2118	33		48	0	82		8	1	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.:	46	1814	19		24	2118	33		48	0	82		8	1	18	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.00	1.00		0.31	0.04	0.65	
Final Sat.:	1700	5400	1800		1700	5400	1800		1700	0	1800		554	69	1177	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.34	0.01		0.01	0.39	0.02		0.03	0.00	0.05		0.01	0.01	0.01	
Crit Moves:						****					****					
Green/Cycle:	0.86	0.86	0.86		0.86	0.86	0.86		0.10	0.00	0.10		0.10	0.10	0.10	
Volume/Cap:	0.03	0.39	0.01		0.02	0.46	0.02		0.28	0.00	0.46		0.15	0.15	0.15	
Delay/Veh:	1.0	1.5	1.0		1.0	1.7	1.0		42.6	0.0	44.2		41.5	41.5	41.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	1.0	1.5	1.0		1.0	1.7	1.0		42.6	0.0	44.2		41.5	41.5	41.5	
LOS by Move:	A	A	A		A	A	A		D	A	D		D	D	D	
HCM2kAvgQ:	0	4	0		0	6	0		2	0	3		1	1	1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
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:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	306	1188	420		404	1289	269		256	1141	385		457	998	92	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	324	0		0	350	0		0	55	0		0	62	0	
Initial Fut:	306	1512	420		404	1639	269		256	1196	385		457	1060	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:	306	1512	420		404	1639	269		256	1196	385		457	1060	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	306	1512	420		404	1639	269		256	1196	385		457	1060	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.:	306	1512	420		404	1639	269		256	1196	385		457	1060	92	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00	
Final Sat.:	3200	7200	1800		3200	5400	1800		3200	5400	1800		3200	7200	1800	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.23		0.13	0.30	0.15		0.08	0.22	0.21		0.14	0.15	0.05	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.12	0.32	0.32		0.17	0.37	0.37		0.16	0.27	0.27		0.17	0.29	0.29	
Volume/Cap:	0.82	0.66	0.74		0.74	0.82	0.40		0.51	0.82	0.79		0.82	0.51	0.18	
Delay/Veh:	64.9	36.2	41.6		52.4	36.8	28.3		47.3	44.7	49.2		56.9	35.8	32.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.9	36.2	41.6		52.4	36.8	28.3		47.3	44.7	49.2		56.9	35.8	32.1	
LOS by Move:	E	D	D		D	D	C		D	D	D		E	D	C	
HCM2kAvgQ:	9	13	16		10	21	8		6	17	16		12	9	3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.1
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	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1245-1345												
Base Vol:	182	2001	47	65	1726	36	51	143	291	80	141	52
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	188	2062	48	67	1778	37	53	147	300	82	145	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	324	0	0	350	0	0	0	0	0	0	0
Initial Fut:	188	2386	48	67	2128	37	53	147	300	82	145	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:	188	2386	48	67	2128	37	53	147	300	82	145	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	2386	48	67	2128	37	53	147	300	82	145	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.:	188	2386	48	67	2128	37	53	147	300	82	145	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1700	5293	107	1700	5308	92	1700	1800	1800	1700	1315	485
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.45	0.04	0.40	0.40	0.03	0.08	0.17	0.05	0.11	0.11
Crit Moves:	****				****				****			
Green/Cycle:	0.15	0.65	0.65	0.06	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.72	0.69	0.69	0.69	0.72	0.72	0.13	0.35	0.72	0.21	0.48	0.48
Delay/Veh:	49.8	11.6	11.6	65.5	17.3	17.3	30.7	32.7	41.6	31.3	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	11.6	11.6	65.5	17.3	17.3	30.7	32.7	41.6	31.3	34.1	34.1
LOS by Move:	D	B	B	E	B	B	C	C	D	C	C	C
HCM2kAvgQ:	8	17	17	4	18	18	1	4	10	2	6	6

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:12 Page 50-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	65	2173	36	13	2010	130	138	0	99	64	38	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	324	0	0	340	0	0	0	0	0	0	0
Initial Fut:	65	2497	36	13	2350	130	138	0	99	64	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:	65	2497	36	13	2350	130	138	0	99	64	38	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	2497	36	13	2350	130	138	0	99	64	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.:	65	2497	36	13	2350	130	138	0	99	64	38	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	3.00	1.00	2.00	0.00	1.00	0.63	0.37	1.00
Final Sat.:	1700	5323	77	1700	5400	1800	3200	0	1800	1127	673	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.47	0.01	0.44	0.07	0.04	0.00	0.05	0.06	0.06	0.02
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.09	0.00	0.09	0.09	0.09	0.09
Volume/Cap:	0.05	0.62	0.62	0.01	0.57	0.09	0.49	0.00	0.62	0.62	0.62	0.19
Delay/Veh:	3.0	5.7	5.7	2.9	5.3	3.2	44.7	0.0	51.0	50.6	50.6	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.0	5.7	5.7	2.9	5.3	3.2	44.7	0.0	51.0	50.6	50.6	42.6
LOS by Move:	A	A	A	A	A	A	D	A	D	D	D	D
HCM2kAvgQ:	1	13	13	0	11	1	3	0	4	4	4	1

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:12 Page 51-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.0
Optimal Cycle: 109 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	131	1387	479	218	1483	231	581	790	79	507	756	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	5	311	2	4	336	10	9	8	4	2	8	4
Initial Fut:	136	1698	481	222	1819	241	590	798	83	509	764	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:	136	1698	481	222	1819	241	590	798	83	509	764	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1698	481	222	1819	241	590	798	83	509	764	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.:	136	1698	481	222	1819	241	590	798	83	509	764	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.27	0.13	0.34	0.13	0.18	0.22	0.05	0.16	0.21	0.15
Crit Moves:		****			****			****			****	
Green/Cycle:	0.09	0.35	0.53	0.15	0.40	0.60	0.20	0.26	0.35	0.18	0.24	0.38
Volume/Cap:	0.84	0.90	0.50	0.90	0.84	0.22	0.90	0.87	0.13	0.87	0.90	0.38
Delay/Veh:	84.9	43.6	18.3	83.1	35.9	11.0	62.3	51.3	26.6	60.4	57.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.9	43.6	18.3	83.1	35.9	11.0	62.3	51.3	26.6	60.4	57.3	27.3
LOS by Move:	F	D	B	F	D	B	E	D	C	E	E	C
HCM2kAvgQ:	8	24	12	12	24	4	16	18	2	14	18	7

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:12 Page 52-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 0	0 0	3	0 1	1 0	1!	0 0	0 0	0	0 0
Volume Module: >> Count Date: 19 Apr 2005 << 1215-1315												
Base Vol:	72	1528	0	0	1551	400	358	0	85	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	74	1574	0	0	1598	412	369	0	88	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	318	0	0	342	0	0	0	0	0	0	0
Initial Fut:	74	1892	0	0	1940	412	369	0	88	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:	74	1892	0	0	1940	412	369	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1892	0	0	1940	412	369	0	88	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.:	74	1892	0	0	1940	412	369	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.69	0.00	0.31	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5400	1800	2930	0	566	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.00	0.00	0.36	0.23	0.13	0.00	0.15	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.67	0.67	0.00	0.00	0.67	0.67	0.29	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.07	0.52	0.00	0.00	0.54	0.34	0.44	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	5.7	8.5	0.0	0.0	8.6	7.2	29.2	0.0	30.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	8.5	0.0	0.0	8.6	7.2	29.2	0.0	30.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	10	0	0	11	6	6	0	8	0	0	0

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:12 Page 53-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.5
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	473	1311	11	88	1270	346	266	42	77	43	46	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	318	0	0	342	0	0	0	0	0	0	0
Initial Fut:	473	1629	11	88	1612	346	266	42	77	43	46	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:	473	1629	11	88	1612	346	266	42	77	43	46	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1629	11	88	1612	346	266	42	77	43	46	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.:	473	1629	11	88	1612	346	266	42	77	43	46	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.73	0.27	1.00	1.00	1.00	1.00
Final Sat.:	3200	5363	37	1700	5400	1800	3020	480	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.05	0.30	0.19	0.09	0.09	0.04	0.03	0.03	0.05
Crit Moves:	****				****			****				****
Green/Cycle:	0.24	0.61	0.61	0.10	0.48	0.48	0.14	0.14	0.14	0.07	0.07	0.07
Volume/Cap:	0.62	0.49	0.49	0.49	0.62	0.40	0.62	0.62	0.30	0.35	0.35	0.62
Delay/Veh:	42.5	13.0	13.0	52.9	23.6	20.4	50.9	50.9	46.9	53.6	53.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	13.0	13.0	52.9	23.6	20.4	50.9	50.9	46.9	53.6	53.7	62.7
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	E
HCM2kAvgQ:	10	12	12	4	16	8	7	7	3	2	2	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	58	1292	23	190	1340	158	315	95	34	45	43	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	318	0	0	342	0	0	0	0	0	0	0
Initial Fut:	58	1610	23	190	1682	158	315	95	34	45	43	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:	58	1610	23	190	1682	158	315	95	34	45	43	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1610	23	190	1682	158	315	95	34	45	43	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.:	58	1610	23	190	1682	158	315	95	34	45	43	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.74	0.26	1.56	0.32	0.12	1.00	1.00	1.00
Final Sat.:	1700	5325	75	1700	4937	463	2699	583	209	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.11	0.34	0.34	0.12	0.16	0.16	0.03	0.02	0.07
Crit Moves:		****			****				****			****
Green/Cycle:	0.05	0.43	0.43	0.16	0.53	0.53	0.23	0.23	0.23	0.10	0.10	0.10
Volume/Cap:	0.64	0.71	0.71	0.71	0.64	0.64	0.51	0.71	0.71	0.26	0.23	0.71
Delay/Veh:	60.8	24.5	24.5	48.2	17.0	17.0	34.0	39.1	39.1	42.0	41.8	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	24.5	24.5	48.2	17.0	17.0	34.0	39.1	39.1	42.0	41.8	55.0
LOS by Move:	E	C	C	D	B	B	C	D	D	D	D	E
HCM2kAvgQ:	3	15	15	8	14	14	6	10	10	2	1	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	50.7
Optimal Cycle:	119	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	2	1 0	2 0	1	1 0	2 0	2	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1215-1315												
Base Vol:	108	720	303	327	1022	168	333	1056	46	383	1206	328
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	111	742	312	337	1053	173	343	1088	47	395	1243	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	24	293	31	7	317	18	17	20	24	32	20	8
Initial Fut:	135	1035	343	344	1370	191	360	1108	71	427	1263	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1035	343	344	1370	191	360	1108	71	427	1263	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1035	343	344	1370	191	360	1108	71	427	1263	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1035	343	344	1370	191	360	1108	71	427	1263	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	2.00	1.88	0.12	2.00	2.35	0.65
Final Sat.:	1700	5400	1800	1700	4739	661	3200	3382	218	3200	4239	1161
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.20	0.29	0.29	0.11	0.33	0.33	0.13	0.30	0.30
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.21	0.21	0.22	0.34	0.34	0.14	0.36	0.36	0.15	0.37	0.37
Volume/Cap:	0.86	0.92	0.91	0.92	0.86	0.86	0.82	0.92	0.92	0.92	0.82	0.82
Delay/Veh:	88.0	57.9	72.0	72.2	41.4	41.4	61.4	47.2	47.2	73.3	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.0	57.9	72.0	72.2	41.4	41.4	61.4	47.2	47.2	73.3	37.2	37.2
LOS by Move:	F	E	E	E	D	D	E	D	D	E	D	D
HCM2kAvgQ:	8	17	17	18	21	21	10	26	26	13	21	21

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.8
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1027	49	80	1021	0	0	0	0	32	0	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	358	0	0	381	0	0	0	0	0	0	0
Initial Fut:	0	1385	49	80	1402	0	0	0	0	32	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:	0	1385	49	80	1402	0	0	0	0	32	0	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1385	49	80	1402	0	0	0	0	32	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.:	0	1385	49	80	1402	0	0	0	0	32	0	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	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	5214	186	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.05	0.26	0.00	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:		****										****
Green/Cycle:	0.00	0.81	0.81	0.81	0.81	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Volume/Cap:	0.00	0.33	0.33	0.06	0.32	0.00	0.00	0.00	0.00	0.13	0.00	0.33
Delay/Veh:	0.0	2.4	2.4	1.9	2.4	0.0	0.0	0.0	0.0	37.3	0.0	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.4	2.4	1.9	2.4	0.0	0.0	0.0	0.0	37.3	0.0	38.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	4	4	1	4	0	0	0	0	1	0	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.6
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	94	688	35	296	738	98	137	175	40	10	173	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	263	0	0	286	95	95	0	0	0	0	0
Initial Fut:	94	951	35	296	1024	193	232	175	40	10	173	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	951	35	296	1024	193	232	175	40	10	173	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	951	35	296	1024	193	232	175	40	10	173	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	951	35	296	1024	193	232	175	40	10	173	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5208	192	1700	4544	856	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.17	0.23	0.23	0.14	0.10	0.02	0.01	0.10	0.13
Crit Moves:		****			****			****				
Green/Cycle:	0.13	0.35	0.35	0.33	0.55	0.55	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.41	0.52	0.52	0.52	0.41	0.41	0.52	0.37	0.09	0.02	0.37	0.50
Delay/Veh:	40.9	26.3	26.3	28.0	13.4	13.4	32.8	30.8	28.1	27.6	30.8	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	26.3	26.3	28.0	13.4	13.4	32.8	30.8	28.1	27.6	30.8	32.3
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	9	9	9	8	8	7	5	1	0	5	7

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	146	41	80	283	66	94	200	1066	70	98	1077	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	165	0	0	0	0	0	0	212	164	0	217	0
Initial Fut:	311	41	80	283	66	94	200	1278	234	98	1294	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	41	80	283	66	94	200	1278	234	98	1294	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	41	80	283	66	94	200	1278	234	98	1294	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	311	41	80	283	66	94	200	1278	234	98	1294	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.02	0.04	0.17	0.02	0.05	0.12	0.24	0.13	0.03	0.24	0.12
Crit Moves:	****					****	****				****	
Green/Cycle:	0.28	0.08	0.08	0.29	0.08	0.08	0.18	0.49	0.49	0.06	0.37	0.37
Volume/Cap:	0.64	0.30	0.58	0.58	0.23	0.64	0.64	0.48	0.26	0.48	0.64	0.33
Delay/Veh:	34.3	44.0	48.5	32.1	43.4	54.1	42.4	17.1	15.0	47.0	26.7	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	44.0	48.5	32.1	43.4	54.1	42.4	17.1	15.0	47.0	26.7	22.8
LOS by Move:	C	D	D	C	D	D	D	B	B	D	C	C
HCM2kAvgQ:	10	2	3	9	1	4	7	9	4	2	12	5

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	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:	1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03
Initial Bse:	249		7		145		33		2		24		54		1238		145		175		1136		6	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		2		0		8		3		0		0		214		0		0		217		8	
Initial Fut:	249		9		145		41		5		24		54		1452		145		175		1353		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	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
PHF Volume:	249		9		145		41		5		24		54		1452		145		175		1353		14	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	249		9		145		41		5		24		54		1452		145		175		1353		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	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Final Vol.:	249		9		145		41		5		24		54		1452		145		175		1353		14	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900
Adjustment:	0.89	0.95		0.95		0.89	0.95	0.95		0.89		0.95	0.89	0.95		0.95		0.89	0.95	0.95		0.95		0.95
Lanes:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	3.00		1.00		1.00	1.00	3.00		1.00		1.00
Final Sat.:	1700	1800		1800		1700	1800	1800		1700		1800	1700	5400		1800		1700	1800	5400		1800		1800
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.01		0.08		0.02	0.00		0.01		0.03		0.27		0.08		0.10		0.25		0.01			
Crit Moves:	****												****											
Green/Cycle:	0.34	0.34		0.34		0.34	0.34	0.34		0.34		0.34	0.62	0.62		0.62		0.62	0.62	0.62		0.62		0.62
Volume/Cap:	0.43	0.02		0.24		0.07	0.01	0.04		0.05		0.43	0.13		0.17		0.40		0.01					
Delay/Veh:	26.1	22.0		24.0		22.5	21.9	22.2		7.4		9.9	7.9		8.1		9.7		7.2					
User DelAdj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00					
AdjDel/Veh:	26.1	22.0		24.0		22.5	21.9	22.2		7.4		9.9	7.9		8.1		9.7		7.2					
LOS by Move:	C		C		C	C		C		A		A	A		A		A		A					
HCM2kAvgQ:	7		0		3	1		0		1		1	8		2		2		7		0			

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:13 Page 60-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
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:	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:	1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03	1.03	1.03		1.03		1.03
Initial Bse:	0		0		0		181		0		166		157		1397		0		0		1534		171	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		2		0		0		0		59		0		0		67		2	
Initial Fut:	0		0		0		183		0		166		157		1456		0		0		1601		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	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	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		183		0		166		157		1456		0		0		1601		173	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		183		0		166		157		1456		0		0		1601		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	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	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		183		0		166		157		1456		0		0		1601		173	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900	1900	1900		1900		1900
Adjustment:	0.89	0.95		0.95		0.84	0.95	0.95		0.89		0.95	0.89	0.95		0.95		0.89	0.95	0.95		0.95		0.95
Lanes:	0.00	0.00		0.00		2.00	0.00	1.00		1.00		3.00	0.00	0.00		3.00		1.00						
Final Sat.:	0		0		0		3200		0		1800		1700		5400		0		0		5400		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00		0.06	0.00		0.09		0.09		0.27		0.00		0.00		0.30		0.10			
Crit Moves:									****				****						****					
Green/Cycle:	0.00	0.00		0.00		0.13	0.00		0.13		0.39		0.39		0.00		0.00		0.42		0.55			
Volume/Cap:	0.00	0.00		0.00		0.44	0.00		0.70		0.24		0.70		0.00		0.00		0.70		0.17			
Delay/Veh:	0.0	0.0		0.0		40.7	0.0		50.5		21.0		27.0		0.0		0.0		24.6		11.0			
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
AdjDel/Veh:	0.0	0.0		0.0		40.7	0.0		50.5		21.0		27.0		0.0		0.0		24.6		11.0			
LOS by Move:	A		A		A		D		A		D		C		C		A		A		C		B	
HCM2kAvgQ:	0		0		0		4		0		7		4		14		0		0		15		3	

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:13 Page 61-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[16.0]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Ignore				
Lanes:	1	1	1	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400																				
Base Vol:	3	6	14			24	6	99			71	430			9	7	462			71
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03			1.03	1.03	1.03			1.03
Initial Bse:	3	6	14			25	6	102			73	443			9	7	476			73
Added Vol:	0	0	0			0	0	0			0	0			0	0	0			0
APPRVD PROJ:	0	0	0			0	0	0			0	16			0	0	20			0
Initial Fut:	3	6	14			25	6	102			73	459			9	7	496			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			0.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00			0.00
PHF Volume:	3	6	14			25	6	102			73	459			9	7	496			0
Reduct Vol:	0	0	0			0	0	0			0	0			0	0	0			0
Final Vol.:	3	6	14			25	6	102			73	459			9	7	496			0
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	871	1116		230		889	1125		248		496	xxxx	xxxxx			468	xxxx	xxxxx		
Potent Cap.:	248	209		779		241	207		758		1078	xxxx	xxxxx			1104	xxxx	xxxxx		
Move Cap.:	198	194		779		218	192		758		1078	xxxx	xxxxx			1104	xxxx	xxxxx		
Volume/Cap:	0.02	0.03		0.02		0.11	0.03		0.13		0.07	xxxx	xxxx			0.01	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.0	0.0	xxxxx			0.4	0.1		0.5		0.2	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	23.3	23.8	xxxxx			23.6	24.4		10.5		8.6	xxxx	xxxxx			8.3	xxxx	xxxxx		
LOS by Move:	C	C	*			C	C		B		A	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	195	xxxx	508			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	0.1	xxxx	0.1			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	23.9	xxxx	12.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	C	*	B			*	*	*			*	*	*			*	*	*		
ApproachDel:	16.0					13.6					xxxxxx					xxxxxx				
ApproachLOS:	C					B					*					*				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03	1.03			1.03		1.03	1.03			1.03	
Initial Bse:	22		8		99		16		20		37		13	1274			15		60	1387			23	
Added Vol:	0		0		0		0		0		0		0	0			0		0	0			0	
APPRVD PROJ:	0		0		0		0		0		0		0	43			0		0	43			0	
Initial Fut:	22		8		99		16		20		37		13	1317			15		60	1430			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:	22		8		99		16		20		37		13	1317			15		60	1430			23	
Reduct Vol:	0		0		0		0		0		0		0	0			0		0	0			0	
Reduced Vol:	22		8		99		16		20		37		13	1317			15		60	1430			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.:	22		8		99		16		20		37		13	1317			15		60	1430			23	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.95		0.95		0.95		0.89		0.95		0.95		0.89	0.95			0.95		0.89	0.95			0.95	
Lanes:	0.72		0.28		1.00		1.00		1.00		1.00		1.00	2.97			0.03		1.00	2.95			0.05	
Final Sat.:	1303		497		1800		1700		1800		1800		1700	5337			63		1700	5316			84	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.05		0.01		0.01		0.02		0.01	0.25			0.25		0.04	0.27			0.27	
Crit Moves:					****									****						****				
Green/Cycle:	0.15		0.15		0.15		0.15		0.15		0.15		0.02	0.69			0.69		0.10	0.76			0.76	
Volume/Cap:	0.11		0.11		0.36		0.06		0.07		0.13		0.35	0.36			0.36		0.36	0.35			0.35	
Delay/Veh:	36.6		36.6		38.7		36.3		36.3		36.8		53.7	6.5			6.5		43.5	3.9			3.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	36.6		36.6		38.7		36.3		36.3		36.8		53.7	6.5			6.5		43.5	3.9			3.9	
LOS by Move:	D		D		D		D		D		D		D	A			A		D	A			A	
HCM2kAvgQ:	1		1		3		1		1		1		1	6			6		2	5			5	

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:13 Page 63-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.189
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	0	0	0	19	0	49	34	444	0	0	516	20												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	19	0	49	34	444	0	0	516	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:	0	0	0	19	0	49	34	444	0	0	516	20												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	19	0	49	34	444	0	0	516	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.:	0	0	0	19	0	49	34	444	0	0	516	20												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	0.00	0.27	0.00	0.73	0.14	1.86	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	491	0	1309	256	3344	0	0	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.13	0.13	0.00	0.00	0.14	0.01												
Crit Moves:				****							****													
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.76	0.76	0.00	0.00	0.76	0.76												
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.19	0.17	0.17	0.00	0.00	0.19	0.01												
Delay/Veh:	0.0	0.0	0.0	33.5	0.0	33.5	3.4	3.4	0.0	0.0	3.4	2.9												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	33.5	0.0	33.5	3.4	3.4	0.0	0.0	3.4	2.9												
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A												
HCM2kAvgQ:	0	0	0	2	0	2	2	2	0	0	2	0												

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:13 Page 64-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound							South Bound						East Bound							West Bound					
Movement:	L	-	T	-	R			L	-	T	-	R		L	-	T	-	R			L	-	T	-	R	
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03			1.03	1.03	1.03										
Initial Bse:	148	11	151		77	11	165		125	1072	127			97	851	72										
Added Vol:	0	0	0		0	0	0		0	0	0			0	0	0										
APPRVD PROJ:	0	0	0		0	0	0		0	8	0			0	7	0										
Initial Fut:	148	11	151		77	11	165		125	1080	127			97	858	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:	148	11	151		77	11	165		125	1080	127			97	858	72										
Reduct Vol:	0	0	0		0	0	0		0	0	0			0	0	0										
Reduced Vol:	148	11	151		77	11	165		125	1080	127			97	858	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.:	148	11	151		77	11	165		125	1080	127			97	858	72										
Saturation Flow Module:																										
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900			1900	1900	1900										
Adjustment:	0.92	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95			0.89	0.95	0.95										
Lanes:	1.86	0.14	1.00		1.00	0.06	0.94		1.00	2.00	1.00			1.00	2.00	1.00										
Final Sat.:	3251	248	1800		1700	116	1684		1700	3600	1800			1700	3600	1800										
Capacity Analysis Module:																										
Vol/Sat:	0.05	0.05	0.08		0.05	0.10	0.10		0.07	0.30	0.07			0.06	0.24	0.04										
Crit Moves:			****			****				****					****											
Green/Cycle:	0.14	0.14	0.14		0.17	0.17	0.17		0.14	0.51	0.51			0.10	0.47	0.47										
Volume/Cap:	0.32	0.32	0.59		0.27	0.59	0.59		0.51	0.59	0.14			0.59	0.51	0.09										
Delay/Veh:	38.8	38.8	43.5		36.9	41.4	41.4		41.4	17.5	12.9			48.6	19.0	14.9										
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			1.00	1.00	1.00										
AdjDel/Veh:	38.8	38.8	43.5		36.9	41.4	41.4		41.4	17.5	12.9			48.6	19.0	14.9										
LOS by Move:	D	D	D		D	D	D		D	B	B			D	B	B										
HCM2kAvgQ:	3	3	5		2	6	6		5	12	2			4	10	1										

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:14 Page 65-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	1	2	19	0	1228	16	3	1262	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	123	0	0	116	0
Initial Fut:	0	0	0	1	2	19	0	1351	16	3	1378	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	19	0	1351	16	3	1378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	2	19	0	1351	16	3	1378	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	19	0	1351	16	3	1378	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.33	0.67	1.00	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	0	0	0	600	1200	1800	0	3557	43	1700	3600	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:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.03	0.03	0.03	0.00	0.93	0.93	0.93	0.93	0.00
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.41	0.00	0.41	0.41	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	48.2	48.2	53.9	0.0	0.4	0.4	0.2	0.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.2	48.2	53.9	0.0	0.4	0.4	0.2	0.4	0.0
LOS by Move:	A	A	A	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	1	0	3	3	0	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	58	0	47	58	424	0	0	439	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	1020	0	0	629	0
Initial Fut:	0	0	0	58	0	47	58	1444	0	0	1068	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:	0	0	0	58	0	47	58	1444	0	0	1068	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	47	58	1444	0	0	1068	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.:	0	0	0	58	0	47	58	1444	0	0	1068	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.40	0.00	0.00	0.30	0.03
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.07	0.89	0.89	0.00	0.00	0.89	0.89
Volume/Cap:	0.00	0.00	0.00	0.45	0.00	0.35	0.04	0.45	0.00	0.00	0.34	0.04
Delay/Veh:	0.0	0.0	0.0	46.9	0.0	45.5	0.7	1.2	0.0	0.0	1.0	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.9	0.0	45.5	0.7	1.2	0.0	0.0	1.0	0.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	0	5	0	0	3	0

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:14 Page 67-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.5
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	42	38	77	97	37	32	34	1141	33	60	1121	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	188	0	0	373	0
Initial Fut:	42	38	77	97	37	32	34	1329	33	60	1494	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:	42	38	77	97	37	32	34	1329	33	60	1494	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	38	77	97	37	32	34	1329	33	60	1494	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.:	42	38	77	97	37	32	34	1329	33	60	1494	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.53	0.47	1.00	0.72	0.28	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	946	854	1800	1302	498	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.02	0.02	0.37	0.02	0.04	0.41	0.04
Crit Moves:					****						****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.81	0.81	0.81	0.81	0.81	0.81
Volume/Cap:	0.31	0.31	0.29	0.51	0.51	0.12	0.02	0.45	0.02	0.04	0.51	0.05
Delay/Veh:	38.8	38.8	38.7	41.1	41.1	37.3	1.8	2.9	1.8	1.8	3.1	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	38.8	38.7	41.1	41.1	37.3	1.8	2.9	1.8	1.8	3.1	1.8
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	5	5	1	0	7	0	0	8	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	0.6
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module: >> Count Date: 13 Apr 2005 << 1200-1300												
Base Vol:	4	0	9	0	0	0	0	1197	11	3	1366	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	4	0	9	0	0	0	0	1233	11	3	1407	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	11	0	0	12	0
Initial Fut:	4	0	9	0	0	0	0	1244	11	3	1419	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	1244	11	3	1419	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	9	0	0	0	0	1244	11	3	1419	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	1244	11	3	1419	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.35	0.01	0.00	0.39	0.00
Crit Moves:			****								****	
Green/Cycle:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.95	0.95	0.95	0.95	0.00
Volume/Cap:	0.20	0.00	0.42	0.00	0.00	0.00	0.00	0.36	0.01	0.00	0.42	0.00
Delay/Veh:	53.4	0.0	61.1	0.0	0.0	0.0	0.0	0.3	0.1	0.1	0.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	0.0	61.1	0.0	0.0	0.0	0.0	0.3	0.1	0.1	0.3	0.0
LOS by Move:	D	A	E	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	2	0	0	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.7
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:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	121	0	84		10	2	3		6	1383	71		109	908	11	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	8	0		0	7	0	
Initial Fut:	121	0	84		10	2	3		6	1391	71		109	915	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:	121	0	84		10	2	3		6	1391	71		109	915	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	0	84		10	2	3		6	1391	71		109	915	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.:	121	0	84		10	2	3		6	1391	71		109	915	11	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.60	0.00	1.40		0.67	0.13	0.20		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2782	0	2528		1200	240	360		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.03		0.01	0.01	0.01		0.00	0.39	0.04		0.06	0.25	0.01	
Crit Moves:	****					****				****						
Green/Cycle:	0.09	0.00	0.09		0.02	0.02	0.02		0.83	0.83	0.83		0.83	0.83	0.83	
Volume/Cap:	0.47	0.00	0.36		0.47	0.47	0.47		0.00	0.47	0.05		0.08	0.31	0.01	
Delay/Veh:	43.8	0.0	42.9		58.6	58.6	58.6		1.5	2.5	1.5		1.6	2.0	1.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.8	0.0	42.9		58.6	58.6	58.6		1.5	2.5	1.5		1.6	2.0	1.5	
LOS by Move:	D	A	D		E	E	E		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	2		1	1	1		0	7	0		1	4	0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	29	30	87		15	25	5		12	1137	60		102	832	24	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	88	0		0	63	0	
Initial Fut:	29	30	87		15	25	5		12	1225	60		102	895	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:	29	30	87		15	25	5		12	1225	60		102	895	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	30	87		15	25	5		12	1225	60		102	895	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.:	29	30	87		15	25	5		12	1225	60		102	895	24	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	0.83	0.17		1.00	2.86	0.14		1.00	2.00	1.00	
Final Sat.:	1700	1800	1800		1700	1490	310		1700	5149	251		1700	3600	1800	
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:			****							****			****			
Green/Cycle:	0.13	0.13	0.13		0.13	0.13	0.13		0.02	0.65	0.65		0.16	0.79	0.79	
Volume/Cap:	0.13	0.13	0.37		0.07	0.13	0.13		0.32	0.37	0.37		0.37	0.32	0.02	
Delay/Veh:	38.7	38.7	40.7		38.3	38.7	38.7		52.7	8.3	8.3		38.1	3.1	2.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.7	38.7	40.7		38.3	38.7	38.7		52.7	8.3	8.3		38.1	3.1	2.3	
LOS by Move:	D	D	D		D	D	D		D	A	A		D	A	A	
HCM2kAvgQ:	1	1	3		0	1	1		1	6	6		3	4	0	

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:14 Page 71-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.701
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	52	1349	330				110	1361	112				169	355	28				370	385	89			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	241	0				0	215	0				0	4	0				0	3	0			
Initial Fut:	52	1590	330				110	1576	112				169	359	28				370	388	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	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:	52	1590	330				110	1576	112				169	359	28				370	388	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	52	1590	330				110	1576	112				169	359	28				370	388	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.:	52	1590	330				110	1576	112				169	359	28				370	388	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	3.00	1.00				2.00	3.73	0.27				1.00	1.86	0.14				1.00	2.00	1.00			
Final Sat.:	1700	5400	1800				3200	6721	479				1700	3341	259				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.29	0.18				0.03	0.23	0.23				0.10	0.11	0.11				0.22	0.11	0.00			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.05	0.42	0.42				0.05	0.42	0.42				0.15	0.15	0.15				0.31	0.31	0.00			
Volume/Cap:	0.56	0.70	0.44				0.70	0.56	0.56				0.65	0.70	0.70				0.70	0.35	0.00			
Delay/Veh:	63.3	29.6	25.1				69.4	27.0	27.0				49.5	51.0	51.0				40.6	32.2	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	63.3	29.6	25.1				69.4	27.0	27.0				49.5	51.0	51.0				40.6	32.2	0.0			
LOS by Move:	E		C		C		E		C		C		D		D				D	C	A			
HCM2kAvgQ:	3		18		9		4		13		13		8		8				8	14	6			0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
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:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	182	1595	284				123	1669	29				0	696	245				377	567	50			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	241	1				0	215	0				0	0	0				1	0	0			
Initial Fut:	182	1836	285				123	1884	29				0	696	245				378	567	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:	182	1836	285				123	1884	29				0	696	245				378	567	50			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	182	1836	285				123	1884	29				0	696	245				378	567	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.:	182	1836	285				123	1884	29				0	696	245				378	567	50			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	3.46	0.54				2.00	3.94	0.06				0.00	3.00	1.00				2.00	1.84	0.16			
Final Sat.:	3200	6231	969				3200	7091	109				0	5400	1800				3200	3306	294			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.29	0.29				0.04	0.27	0.27				0.00	0.13	0.14				0.12	0.17	0.17			
Crit Moves:	****							****								****			****					
Green/Cycle:	0.09	0.45	0.45				0.06	0.42	0.42				0.00	0.22	0.22				0.19	0.40	0.40			
Volume/Cap:	0.63	0.65	0.65				0.65	0.63	0.63				0.00	0.60	0.63				0.63	0.42	0.42			
Delay/Veh:	57.0	25.9	25.9				63.0	27.7	27.7				0.0	43.1	45.9				47.0	25.9	25.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	57.0	25.9	25.9				63.0	27.7	27.7				0.0	43.1	45.9				47.0	25.9	25.9			
LOS by Move:	E		C		C		E		C		C		A		D				D	C	C			
HCM2kAvgQ:	5		16		16		4		15		15		0		9				8	9	9			

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:15 Page 73-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.3
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	183	1942	40	104	1917	134	211	24	139	22	21	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	242	0	0	216	0	0	0	0	0	0	0
Initial Fut:	183	2184	40	104	2133	134	211	24	139	22	21	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:	183	2184	40	104	2133	134	211	24	139	22	21	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	2184	40	104	2133	134	211	24	139	22	21	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.:	183	2184	40	104	2133	134	211	24	139	22	21	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.93	0.07	1.00	4.00	1.00	1.80	0.20	1.00	0.51	0.49	1.00
Final Sat.:	3200	7070	130	1700	7200	1800	3147	353	1800	922	878	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.06	0.30	0.07	0.07	0.07	0.08	0.02	0.02	0.02
Crit Moves:		****			****				****		****	
Green/Cycle:	0.11	0.59	0.59	0.12	0.59	0.59	0.15	0.15	0.15	0.04	0.04	0.04
Volume/Cap:	0.50	0.52	0.52	0.52	0.50	0.13	0.45	0.45	0.52	0.52	0.52	0.43
Delay/Veh:	42.6	12.3	12.3	44.1	11.9	9.0	39.6	39.6	41.3	52.8	52.8	50.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	12.3	12.3	44.1	11.9	9.0	39.6	39.6	41.3	52.8	52.8	50.2
LOS by Move:	D	B	B	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	4	11	11	4	10	2	4	4	5	2	2	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	36	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	140	2087	62	109	1829	56	42	299	39	111	371	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	242	0	0	216	0	0	28	0	0	24	0
Initial Fut:	140	2329	62	109	2045	56	42	327	39	111	395	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:	140	2329	62	109	2045	56	42	327	39	111	395	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	2329	62	109	2045	56	42	327	39	111	395	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.:	140	2329	62	109	2045	56	42	327	39	111	395	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.90	0.10	1.00	3.89	0.11	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1700	7014	186	1700	7009	191	1700	3600	1800	1700	3127	473
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.06	0.29	0.29	0.02	0.09	0.02	0.07	0.13	0.13
Crit Moves:		****			****						****	
Green/Cycle:	0.16	0.59	0.59	0.11	0.55	0.55	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.53	0.56	0.56	0.56	0.53	0.53	0.11	0.40	0.10	0.29	0.56	0.56
Delay/Veh:	48.6	15.0	15.0	53.9	17.1	17.1	37.0	39.9	36.9	38.9	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	15.0	15.0	53.9	17.1	17.1	37.0	39.9	36.9	38.9	42.1	42.1
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	14	14	5	13	13	1	6	1	4	8	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	83	2229	60	60	2022	15	26	4	31	72	8	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	242	0	0	216	0	0	0	0	0	0	0
Initial Fut:	83	2471	60	60	2238	15	26	4	31	72	8	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:	83	2471	60	60	2238	15	26	4	31	72	8	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2471	60	60	2238	15	26	4	31	72	8	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.:	83	2471	60	60	2238	15	26	4	31	72	8	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.91	0.09	1.00	3.97	0.03	0.86	0.14	1.00	0.90	0.10	1.00
Final Sat.:	1700	7030	170	1700	7151	49	1552	248	1800	1615	185	1800
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	0.04	0.01
Crit Moves:		****		****							****	
Green/Cycle:	0.11	0.75	0.75	0.07	0.71	0.71	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.44	0.47	0.47	0.47	0.44	0.44	0.17	0.17	0.18	0.47	0.47	0.13
Delay/Veh:	43.1	4.9	4.9	47.1	6.1	6.1	42.1	42.1	42.2	44.9	44.9	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	4.9	4.9	47.1	6.1	6.1	42.1	42.1	42.2	44.9	44.9	41.8
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	8	8	3	8	8	1	1	1	3	3	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	331	1865	366	130	1662	166	223	605	380	262	491	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	239	1	2	214	0	0	97	0	1	252	3
Initial Fut:	331	2104	367	132	1876	166	223	702	380	263	743	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:	331	2104	367	132	1876	166	223	702	380	263	743	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	2104	367	132	1876	166	223	702	380	263	743	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.:	331	2104	367	132	1876	166	223	702	380	263	743	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.20	0.04	0.26	0.09	0.07	0.19	0.21	0.08	0.21	0.08
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.45	0.57	0.06	0.37	0.37	0.10	0.30	0.30	0.12	0.31	0.31
Volume/Cap:	0.70	0.65	0.36	0.65	0.70	0.25	0.66	0.65	0.70	0.70	0.66	0.25
Delay/Veh:	53.5	25.8	14.2	61.8	33.1	26.4	56.6	37.9	41.5	57.0	37.3	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	25.8	14.2	61.8	33.1	26.4	56.6	37.9	41.5	57.0	37.3	31.0
LOS by Move:	D	C	B	E	C	C	E	D	D	E	D	C
HCM2kAvgQ:	8	16	8	4	16	4	6	12	14	7	13	4

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:15 Page 77-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	29	2414	86				429	2345	28				18	14	13				62	8	309			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	240	0				0	218	0				0	0	0				0	0	0			
Initial Fut:	29	2654	86				429	2563	28				18	14	13				62	8	309			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	29	2654	86				429	2563	28				18	14	13				62	8	309			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	29	2654	86				429	2563	28				18	14	13				62	8	309			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	29	2654	86				429	2563	28				18	14	13				62	8	309			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	4.00	1.00				2.00	3.96	0.04				0.55	0.45	1.00				0.88	0.12	1.00			
Final Sat.:	1700	7200	1800				3200	7123	77				987	813	1800				1588	212	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.37	0.05				0.13	0.36	0.36				0.02	0.02	0.01				0.04	0.04	0.17			
Crit Moves:		****						****													****			
Green/Cycle:	0.03	0.51	0.51				0.19	0.67	0.67				0.24	0.24	0.24				0.24	0.24	0.24			
Volume/Cap:	0.54	0.72	0.09				0.72	0.54	0.54				0.07	0.07	0.03				0.16	0.16	0.72			
Delay/Veh:	58.1	19.4	12.4				42.4	8.7	8.7				29.5	29.5	29.2				30.3	30.3	40.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	58.1	19.4	12.4				42.4	8.7	8.7				29.5	29.5	29.2				30.3	30.3	40.6			
LOS by Move:	E	B	B				D	A	A				C	C	C				C	C	D			
HCM2kAvgQ:	2	17	1				9	11	11				1	1	0				2	2	11			

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:15 Page 78-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
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	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	34	2475	175				277	2141	7				22	20	23				270	26	165			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	240	0				0	215	0				0	0	0				0	0	0			
Initial Fut:	34	2715	175				277	2356	7				22	20	23				270	26	165			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	2715	175				277	2356	7				22	20	23				270	26	165			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	34	2715	175				277	2356	7				22	20	23				270	26	165			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	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	2715	175				277	2356	7				22	20	23				270	26	165			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	4.00	1.00				2.00	3.99	0.01				0.52	0.48	1.00				1.00	0.14	0.86			
Final Sat.:	1700	7200	1800				3200	7178	22				945	855	1800				1800	243	1557			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.38	0.10				0.09	0.33	0.33				0.02	0.02	0.01				0.15	0.11	0.11			
Crit Moves:		****						****												****				
Green/Cycle:	0.04	0.57	0.57				0.13	0.66	0.66				0.22	0.22	0.22				0.22	0.22	0.22			
Volume/Cap:	0.50	0.67	0.17				0.67	0.50	0.50				0.10	0.10	0.06				0.67	0.47	0.47			
Delay/Veh:	52.8	15.6	10.5				45.6	8.9	8.9				30.9	30.9	30.5				37.8	34.0	34.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	52.8	15.6	10.5				45.6	8.9	8.9				30.9	30.9	30.5				37.8	34.0	34.0			
LOS by Move:	D	B	B				D	A	A				C	C	C				D	C	C			
HCM2kAvgQ:	2	16	3				6	10	10				1	1	1				9	6	6			

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: 130 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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	145	2184	185	177	1866	94	228	338	80	279	371	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	137	0	0	158	57	0	1019	0	0	571	103
Initial Fut:	145	2321	185	177	2024	151	228	1357	80	279	942	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2321	185	177	2024	151	228	1357	80	279	942	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2321	185	177	2024	151	228	1357	80	279	942	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2321	185	177	2024	151	228	1357	80	279	942	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.70	0.30	2.00	3.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6667	533	3200	6701	499	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.06	0.30	0.30	0.07	0.38	0.04	0.09	0.26	0.17
Crit Moves:		****			****			****			****	
Green/Cycle:	0.10	0.37	0.37	0.06	0.34	0.34	0.11	0.41	0.41	0.09	0.39	0.45
Volume/Cap:	0.89	0.93	0.93	0.93	0.89	0.89	0.67	0.93	0.11	0.93	0.67	0.37
Delay/Veh:	94.8	42.5	42.5	101.6	42.3	42.3	56.5	44.8	22.3	87.9	31.2	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	42.5	42.5	101.6	42.3	42.3	56.5	44.8	22.3	87.9	31.2	21.9
LOS by Move:	F	D	D	F	D	D	E	D	C	F	C	C
HCM2kAvgQ:	9	28	28	7	23	23	6	29	2	9	16	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	141	2174	31	61	2367	89	64	59		102	44	58		50
Added Vol:	0	0	0	0	0	0	0	0		0	0	0		0
APPRVD PROJ:	2	133	0	0	155	3	4	0		2	0	0		0
Initial Fut:	143	2307	31	61	2522	92	68	59		104	44	58		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:	143	2307	31	61	2522	92	68	59		104	44	58		50
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0		0
Reduced Vol:	143	2307	31	61	2522	92	68	59		104	44	58		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.:	143	2307	31	61	2522	92	68	59		104	44	58		50
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	1.00	3.95	0.05	1.00	3.86	0.14	1.00	0.36		0.64	1.00	0.53		0.47
Final Sat.:	1700	7105	95	1700	6948	252	1700	650		1150	1700	960		840
Capacity Analysis Module:														
Vol/Sat:	0.08	0.32	0.32	0.04	0.36	0.36	0.04	0.09		0.09	0.03	0.06		0.06
Crit Moves:	****				****			****						
Green/Cycle:	0.14	0.69	0.69	0.08	0.62	0.62	0.15	0.15		0.15	0.15	0.15		0.15
Volume/Cap:	0.58	0.47	0.47	0.47	0.58	0.58	0.26	0.58		0.58	0.17	0.39		0.39
Delay/Veh:	43.6	7.2	7.2	47.0	11.5	11.5	37.7	42.4		42.4	37.0	38.9		38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	43.6	7.2	7.2	47.0	11.5	11.5	37.7	42.4		42.4	37.0	38.9		38.9
LOS by Move:	D	A	A	D	B	B	D	D		D	D	D		D
HCM2kAvgQ:	5	9	9	3	13	13	2	6		6	1	3		3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	133	2189	77	86	1982	72	57	73	80	67	65	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	135	0	0	157	0	0	0	0	0	0	0
Initial Fut:	133	2324	77	86	2139	72	57	73	80	67	65	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:	133	2324	77	86	2139	72	57	73	80	67	65	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2324	77	86	2139	72	57	73	80	67	65	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.:	133	2324	77	86	2139	72	57	73	80	67	65	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.87	0.13	1.00	3.87	0.13	1.00	0.48	0.52	1.00	0.50	0.50
Final Sat.:	1700	6968	232	1700	6965	235	1700	858	942	1700	907	893
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.05	0.31	0.31	0.03	0.09	0.09	0.04	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.65	0.65	0.10	0.60	0.60	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.51	0.51	0.51	0.51	0.51	0.51	0.20	0.51	0.51	0.24	0.43	0.43
Delay/Veh:	40.6	9.0	9.0	45.4	11.6	11.6	36.3	39.4	39.4	36.6	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	9.0	9.0	45.4	11.6	11.6	36.3	39.4	39.4	36.6	38.4	38.4
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	10	10	3	10	10	2	5	5	2	4	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	42.3
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	375	1138	173	249	1510	262	372	882	48	313	926	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	149	114	73	10	141	6	12	31	97	111	22	9
Initial Fut:	524	1252	246	259	1651	268	384	913	145	424	948	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	1252	246	259	1651	268	384	913	145	424	948	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	1252	246	259	1651	268	384	913	145	424	948	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	524	1252	246	259	1651	268	384	913	145	424	948	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.45	0.55
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5400	1800	3200	4413	987
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.14	0.08	0.23	0.15	0.12	0.17	0.08	0.13	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.34	0.34	0.16	0.29	0.29	0.15	0.24	0.24	0.19	0.27	0.27
Volume/Cap:	0.79	0.52	0.40	0.52	0.79	0.51	0.79	0.72	0.34	0.72	0.79	0.79
Delay/Veh:	51.8	32.1	30.9	47.3	41.6	36.5	57.9	44.1	38.6	50.1	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	32.1	30.9	47.3	41.6	36.5	57.9	44.1	38.6	50.1	43.8	43.8
LOS by Move:	D	C	C	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	13	10	7	6	17	9	10	12	5	10	16	16

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:16 Page 83-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	185	2561		97			130	2430		69			54		40		185		122		49		73	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	0	334		0			1	349		0			0		0		0		0		0		1	
Initial Fut:	185	2895		97			131	2779		69			54		40		185		122		49		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:	185	2895		97			131	2779		69			54		40		185		122		49		74	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	185	2895		97			131	2779		69			54		40		185		122		49		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.:	185	2895		97			131	2779		69			54		40		185		122		49		74	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.84	0.95		0.95			0.84	0.95		0.95			0.95		0.95		0.95		0.91		0.95		0.95	
Lanes:	2.00	4.00		1.00			2.00	4.00		1.00			0.57		0.43		1.00		1.44		0.56		1.00	
Final Sat.:	3200	7200		1800			3200	7200		1800			1029		771		1800		2487		1012		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.40		0.05			0.04	0.39		0.04			0.05		0.05		0.10		0.05		0.05		0.04	
Crit Moves:	****							****					****								****			
Green/Cycle:	0.10	0.67		0.67			0.07	0.64		0.64			0.09		0.09		0.18		0.08		0.08		0.15	
Volume/Cap:	0.61	0.60		0.08			0.60	0.61		0.06			0.61		0.61		0.57		0.61		0.61		0.28	
Delay/Veh:	46.8	9.6		5.9			50.1	10.9		6.9			50.7		50.7		39.7		48.1		48.1		38.4	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	46.8	9.6		5.9			50.1	10.9		6.9			50.7		50.7		39.7		48.1		48.1		38.4	
LOS by Move:	D	A		A			D	B		A			D		D		D		D		D		D	
HCM2kAvgQ:	4	13		1			3	14		1			4		4		6		4		4		2	

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:16 Page 84-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
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		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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	102	2579		68			157	2456		68			76		41		88		120		27		189	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	9	315		0			0	325		11			9		0		8		0		0		0	
Initial Fut:	111	2894		68			157	2781		79			85		41		96		120		27		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:	111	2894		68			157	2781		79			85		41		96		120		27		189	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	111	2894		68			157	2781		79			85		41		96		120		27		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.:	111	2894		68			157	2781		79			85		41		96		120		27		189	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95			0.84	0.95		0.95			0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00	3.91		0.09			2.00	4.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Final Sat.:	1700	7035		165			3200	7200		1800			1700		1800		1800		1700		1800		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.41		0.41			0.05	0.39		0.04			0.05		0.02		0.05		0.07		0.01		0.10	
Crit Moves:	****							****															****	
Green/Cycle:	0.11	0.67		0.67			0.08	0.64		0.64			0.17		0.17		0.17		0.17		0.17		0.17	
Volume/Cap:	0.60	0.62		0.62			0.62	0.60		0.07			0.29		0.13		0.31		0.41		0.09		0.60	
Delay/Veh:	48.2	9.6		9.6			49.1	10.9		6.8			36.5		35.0		36.5		37.7		34.7		41.1	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	48.2	9.6		9.6			49.1	10.9		6.8			36.5		35.0		36.5		37.7		34.7		41.1	
LOS by Move:	D	A		A			D	B		A			D		D		D		D		C		D	
HCM2kAvgQ:	5	14		14			4	13		1			3		1		3		4		1		7	

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:17 Page 85-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.7
Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	139	2083	156	530	2041	46	147	315	65	385	513	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	18	110	53	189	123	3	3	134	22	53	135	191
Initial Fut:	157	2193	209	719	2164	49	150	449	87	438	648	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2193	209	719	2164	49	150	449	87	438	648	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2193	209	719	2164	49	150	449	87	438	648	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2193	209	719	2164	49	150	449	87	438	648	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.91	0.09	1.00	1.68	0.32	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	3200	7039	161	1700	3016	584	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.12	0.22	0.31	0.31	0.09	0.15	0.15	0.14	0.12	0.27
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.32	0.32	0.24	0.43	0.43	0.09	0.20	0.20	0.18	0.28	0.28
Volume/Cap:	0.72	0.95	0.36	0.95	0.72	0.72	0.95	0.76	0.76	0.76	0.42	0.95
Delay/Veh:	61.2	49.7	31.8	66.9	29.3	29.3	111.4	50.2	50.2	52.4	35.1	70.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	49.7	31.8	66.9	29.3	29.3	111.4	50.2	50.2	52.4	35.1	70.1
LOS by Move:	E	D	C	E	C	C	F	D	D	D	D	E
HCM2kAvgQ:	8	26	6	20	18	18	10	11	11	11	7	23

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:17 Page 86-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	2140	75	203	2144	61	181	95	61	227	90	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	176	2	4	193	0	0	0	0	3	0	5
Initial Fut:	54	2316	77	207	2337	61	181	95	61	230	90	97
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:	54	2316	0	207	2337	61	181	95	61	230	90	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	2316	0	207	2337	61	181	95	61	230	90	97
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.:	54	2316	0	207	2337	61	181	95	61	230	90	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.61	0.39	1.00	0.48	0.52
Final Sat.:	3200	7200	1800	3200	7200	1800	1700	1097	703	1800	866	934
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.00	0.06	0.32	0.03	0.11	0.09	0.09	0.13	0.10	0.10
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.58	0.00	0.12	0.66	0.66	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.49	0.56	0.00	0.56	0.49	0.05	0.47	0.38	0.38	0.56	0.45	0.45
Delay/Veh:	51.0	13.4	0.0	43.7	8.8	6.1	34.2	33.2	33.2	35.1	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	13.4	0.0	43.7	8.8	6.1	34.2	33.2	33.2	35.1	33.6	33.6
LOS by Move:	D	B	A	D	A	A	C	C	C	D	C	C
HCM2kAvgQ:	2	12	0	4	10	1	6	4	4	7	6	6

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:17 Page 87-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 42.4
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	276	1372	640				340	1559	237				401	502	175				509	665	405			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	144	2				16	162	19				17	41	0				3	46	19			
Initial Fut:	276	1516	642				356	1721	256				418	543	175				512	711	424			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	276	1516	642				356	1721	256				418	543	175				512	711	424			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	276	1516	642				356	1721	256				418	543	175				512	711	424			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	276	1516	642				356	1721	256				418	543	175				512	711	424			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	4.00	1.00				2.00	4.00	1.00				2.00	2.27	0.73				2.00	2.00	1.00			
Final Sat.:	3200	7200	1800				3200	7200	1800				3200	4083	1317				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.21	0.36				0.11	0.24	0.14				0.13	0.13	0.13				0.16	0.20	0.24			
Crit Moves:			****				****						****								****			
Green/Cycle:	0.14	0.39	0.39				0.12	0.38	0.38				0.14	0.18	0.18				0.22	0.26	0.26			
Volume/Cap:	0.63	0.54	0.91				0.91	0.63	0.38				0.91	0.73	0.73				0.73	0.76	0.91			
Delay/Veh:	52.0	28.3	50.3				76.7	31.0	27.4				72.6	49.0	49.0				47.3	43.4	53.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	52.0	28.3	50.3				76.7	31.0	27.4				72.6	49.0	49.0				47.3	43.4	53.1			
LOS by Move:	D		C		D		E		C		C		E		D		D		D		D		D	
HCM2kAvgQ:	7		11		27		11		14		7		12		10		10		12		14		20	

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:17 Page 88-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.762
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 22.9
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	1	0		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 12 May 2005 << 1215-1315																								
Base Vol:	165	2188	126				379	2042	110				127	83	71				115	79	69			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	170	2254	130				390	2104	113				131	86	73				118	81	71			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	146	0				0	165	0				0	0	0				0	0	0			
Initial Fut:	170	2400	130				390	2269	113				131	86	73				118	81	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:	170	2400	130				390	2269	113				131	86	73				118	81	71			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	170	2400	130				390	2269	113				131	86	73				118	81	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.:	170	2400	130				390	2269	113				131	86	73				118	81	71			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	3.79	0.21				1.00	3.81	0.19				0.60	0.40	1.00				0.59	0.41	1.00			
Final Sat.:	1700	6831	369				1700	6857	343				1089	711	1800				1067	733	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.35	0.35				0.23	0.33	0.33				0.12	0.12	0.04				0.11	0.11	0.04			
Crit Moves:		****					****							****										
Green/Cycle:	0.18	0.46	0.46				0.30	0.59	0.59				0.16	0.16	0.16				0.16	0.16	0.16			
Volume/Cap:	0.57	0.76	0.76				0.76	0.57	0.57				0.76	0.76	0.26				0.70	0.70	0.25			
Delay/Veh:	40.1	23.5	23.5				38.3	13.0	13.0				51.8	51.8	37.5				47.7	47.7	37.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	40.1	23.5	23.5				38.3	13.0	13.0				51.8	51.8	37.5				47.7	47.7	37.4			
LOS by Move:	D		C		C		D		B		B		D		D		D		D		D		D	
HCM2kAvgQ:	6		18		18		14		12		12		9		9		2		8		8		2	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #88 Hawthorne 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): 46.2
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	206	1792	80	541	1430	103	94	451	114	198	461	577
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	1846	82	557	1473	106	97	465	117	204	475	594
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	146	0	0	165	0	0	8	1	0	7	0
Initial Fut:	213	1992	82	557	1638	106	97	473	118	204	482	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1992	82	557	1638	106	97	473	118	204	482	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1992	82	557	1638	106	97	473	118	204	482	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	213	1992	82	557	1638	106	97	473	118	204	482	594
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.84	0.16	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6914	286	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.17	0.30	0.06	0.06	0.13	0.07	0.12	0.13	0.33
Crit Moves:		****			****			****				****
Green/Cycle:	0.15	0.32	0.32	0.19	0.36	0.36	0.06	0.22	0.22	0.20	0.36	0.36
Volume/Cap:	0.84	0.91	0.91	0.91	0.84	0.16	0.91	0.59	0.30	0.59	0.37	0.91
Delay/Veh:	71.8	45.3	45.3	65.3	38.9	26.3	115.4	43.0	39.3	46.0	28.3	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	45.3	45.3	65.3	38.9	26.3	115.4	43.0	39.3	46.0	28.3	53.3
LOS by Move:	E	D	D	E	D	C	F	D	D	D	C	D
HCM2kAvgQ:	11	23	23	16	22	3	7	9	4	8	7	26

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 25.7
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	1461	181	266	1456	23	33	21	9	281	27	547
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	147	0	0	166	0	0	0	0	0	0	0
Initial Fut:	30	1608	181	266	1622	23	33	21	9	281	27	547
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1608	181	266	1622	23	33	21	9	281	27	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1608	181	266	1622	23	33	21	9	281	27	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1608	181	266	1622	23	33	21	9	281	27	547
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.59	0.41	1.00	3.00	1.00	1.00	0.69	0.31	1.00	0.09	1.91
Final Sat.:	1700	6470	730	1700	5400	1800	1700	1241	559	1700	168	3432
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.16	0.30	0.01	0.02	0.02	0.02	0.17	0.16	0.16
Crit Moves:		****			****			****			****	
Green/Cycle:	0.03	0.39	0.39	0.24	0.59	0.59	0.03	0.03	0.03	0.26	0.26	0.50
Volume/Cap:	0.51	0.64	0.64	0.64	0.51	0.02	0.64	0.55	0.55	0.64	0.62	0.32
Delay/Veh:	63.8	30.6	30.6	44.2	14.2	10.0	82.2	69.0	69.0	42.9	40.7	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	30.6	30.6	44.2	14.2	10.0	82.2	69.0	69.0	42.9	40.7	17.9
LOS by Move:	E	C	C	D	B	A	F	E	E	D	D	B
HCM2kAvgQ:	2	15	15	11	12	0	2	2	2	11	10	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	220	924	79	385	902	389	337	789	218	190	878	324
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	147	0	0	166	0	0	43	0	0	43	0
Initial Fut:	220	1071	79	385	1068	389	337	832	218	190	921	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:	220	1071	79	385	1068	389	337	832	218	190	921	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1071	79	385	1068	389	337	832	218	190	921	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.:	220	1071	79	385	1068	389	337	832	218	190	921	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.79	0.21	2.00	3.00	1.00	1.00	2.38	0.62	1.00	2.22	0.78
Final Sat.:	3200	5028	372	3200	5400	1800	1700	4277	1123	1700	3996	1404
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.12	0.20	0.22	0.20	0.19	0.19	0.11	0.23	0.23
Crit Moves:		****			****			****			****	
Green/Cycle:	0.10	0.25	0.25	0.14	0.30	0.30	0.23	0.32	0.32	0.18	0.27	0.27
Volume/Cap:	0.72	0.85	0.85	0.85	0.66	0.72	0.85	0.60	0.60	0.60	0.85	0.85
Delay/Veh:	61.1	47.8	47.8	63.9	37.8	42.5	59.3	34.9	34.9	48.3	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	47.8	47.8	63.9	37.8	42.5	59.3	34.9	34.9	48.3	46.1	46.1
LOS by Move:	E	D	D	E	D	D	E	C	C	D	D	D
HCM2kAvgQ:	6	17	17	11	13	15	16	12	12	8	18	18

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:18 Page 92-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.0
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound					West Bound			
Movement:	L	T	R	L	T	R	L	T	R			L	T	R	
Control:	Permitted			Permitted			Permitted					Permitted			
Rights:	Include			Include			Include					Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03			
Initial Bse:	15	1395	21	22	1416	25	26	25	29	22	22	23			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
APPRVD PROJ:	0	147	0	0	166	0	0	0	0	0	0	0			
Initial Fut:	15	1542	21	22	1582	25	26	25	29	22	22	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:	15	1542	21	22	1582	25	26	25	29	22	22	23			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	15	1542	21	22	1582	25	26	25	29	22	22	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.:	15	1542	21	22	1582	25	26	25	29	22	22	23			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	0.51	0.49	1.00	0.50	0.50	1.00			
Final Sat.:	1700	5329	71	1700	5317	83	918	882	1800	900	900	1800			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.29	0.29	0.01	0.30	0.30	0.03	0.03	0.02	0.02	0.02	0.01			
Crit Moves:					****			****							
Green/Cycle:	0.88	0.88	0.88	0.88	0.88	0.88	0.08	0.08	0.08	0.08	0.08	0.08			
Volume/Cap:	0.01	0.33	0.33	0.01	0.34	0.34	0.34	0.34	0.19	0.29	0.29	0.15			
Delay/Veh:	0.8	1.1	1.1	0.8	1.1	1.1	44.6	44.6	43.4	44.2	44.2	43.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.8	1.1	1.1	0.8	1.1	1.1	44.6	44.6	43.4	44.2	44.2	43.1			
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D			
HCM2kAvgQ:	0	3	3	0	3	3	2	2	1	2	2	1			

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:18 Page 93-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	22	1395	22				25	1518	27				31	44	24				20	57	46			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	147	0				0	166	0				0	0	0				0	0	0			
Initial Fut:	22	1542	22				25	1684	27				31	44	24				20	57	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:	22	1542	22				25	1684	27				31	44	24				20	57	46			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	22	1542	22				25	1684	27				31	44	24				20	57	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.:	22	1542	22				25	1684	27				31	44	24				20	57	46			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.96	0.04				1.00	2.95	0.05				0.62	0.90	0.48				1.00	1.00	1.00			
Final Sat.:	1700	5325	75				1700	5315	85				1125	1612	862				1700	1800	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.29	0.29				0.01	0.32	0.32				0.03	0.03	0.03				0.01	0.03	0.03			
Crit Moves:	****							****												****				
Green/Cycle:	0.03	0.82	0.82				0.04	0.82	0.82				0.08	0.08	0.08				0.08	0.08	0.08			
Volume/Cap:	0.38	0.35	0.35				0.35	0.38	0.38				0.34	0.34	0.34				0.14	0.38	0.31			
Delay/Veh:	51.7	2.4	2.4				49.7	2.3	2.3				44.0	44.0	44.0				43.1	45.2	44.5			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	51.7	2.4	2.4				49.7	2.3	2.3				44.0	44.0	44.0				43.1	45.2	44.5			
LOS by Move:	D	A	A				D	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	1	4	4				1	5	5				2	2	2				1	2	2			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	26	1254	31				28	1266	179				173	7	52				15	5	33			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	147	0				0	147	0				0	0	0				0	0	0			
Initial Fut:	26	1401	31				28	1413	179				173	7	52				15	5	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:	26	1401	31				28	1413	179				173	7	52				15	5	33			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	26	1401	31				28	1413	179				173	7	52				15	5	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.:	26	1401	31				28	1413	179				173	7	52				15	5	33			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	3.00	1.00				1.00	2.66	0.34				0.96	0.04	1.00				0.75	0.25	1.00			
Final Sat.:	1700	5400	1800				1700	4792	608				1728	72	1800				1350	450	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.26	0.02				0.02	0.29	0.29				0.10	0.10	0.03				0.01	0.01	0.02			
Crit Moves:								****						****										
Green/Cycle:	0.72	0.72	0.72				0.72	0.72	0.72				0.24	0.24	0.24				0.24	0.24	0.24			
Volume/Cap:	0.02	0.36	0.02				0.02	0.41	0.41				0.41	0.41	0.12				0.05	0.05	0.08			
Delay/Veh:	4.1	5.5	4.1				4.1	5.8	5.8				32.4	32.4	29.6				29.0	29.0	29.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	4.1	5.5	4.1				4.1	5.8	5.8				32.4	32.4	29.6				29.0	29.0	29.2			
LOS by Move:	A	A	A				A	A	A				C	C	C				C	C	C			
HCM2kAvgQ:	0	6	0				0	7	7				5	5	1				1	1	1			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	2	0 1	1 0	0	1 0	0 1	1	0 0	1 1
Volume Module: >> Count Date: 17 May 2005 << 1245-1345												
Base Vol:	0	1001	75	256	1028	7	2	2	0	61	2	262
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1031	77	264	1059	7	2	2	0	63	2	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	147	0	0	166	0	0	0	0	0	0	0
Initial Fut:	0	1178	77	264	1225	7	2	2	0	63	2	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1178	77	264	1225	7	2	2	0	63	2	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1178	77	264	1225	7	2	2	0	63	2	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1178	77	264	1225	7	2	2	0	63	2	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.50	0.50	1.00	1.00	0.02	1.98
Final Sat.:	1700	3600	1800	3200	3579	21	900	900	1800	1700	27	3573
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.04	0.08	0.34	0.34	0.00	0.00	0.00	0.04	0.08	0.08
Crit Moves:		****			****						****	
Green/Cycle:	0.00	0.63	0.63	0.16	0.79	0.79	0.15	0.15	0.00	0.15	0.15	0.15
Volume/Cap:	0.00	0.52	0.07	0.52	0.43	0.43	0.02	0.02	0.00	0.25	0.52	0.52
Delay/Veh:	0.0	10.2	7.0	39.4	3.3	3.3	36.5	36.5	0.0	38.4	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.2	7.0	39.4	3.3	3.3	36.5	36.5	0.0	38.4	40.3	40.3
LOS by Move:	A	B	A	D	A	A	D	D	A	D	D	D
HCM2kAvgQ:	0	10	1	5	6	6	0	0	0	2	5	5

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:18 Page 96-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.3
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 1	1 0	1	0 2	0 0
Volume Module: >> Count Date: 24 Mar 2005 << 1300-1400												
Base Vol:	50	0	70	0	0	0	0	403	47	86	400	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	52	0	72	0	0	0	0	415	48	89	412	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	1020	0	0	629	0
Initial Fut:	52	0	72	0	0	0	0	1435	48	89	1041	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	0	72	0	0	0	0	1435	48	89	1041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	72	0	0	0	0	1435	48	89	1041	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	0	72	0	0	0	0	1435	48	89	1041	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3482	117	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.41	0.41	0.05	0.29	0.00
Crit Moves:			****					****				
Green/Cycle:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.87	0.87	0.87	0.87	0.00
Volume/Cap:	0.36	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.47	0.06	0.33	0.00
Delay/Veh:	44.7	0.0	45.9	0.0	0.0	0.0	0.0	1.4	1.4	0.8	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	0.0	45.9	0.0	0.0	0.0	0.0	1.4	1.4	0.8	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	6	6	0	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	69	0	60	37	989	0	0	1073	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	206	0	0	219	0
Initial Fut:	0	0	0	69	0	60	37	1195	0	0	1292	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:	0	0	0	69	0	60	37	1195	0	0	1292	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	60	37	1195	0	0	1292	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.:	0	0	0	69	0	60	37	1195	0	0	1292	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.02	0.33	0.00	0.00	0.36	0.05
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.86	0.86	0.00	0.00	0.86	0.86
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.34	0.03	0.38	0.00	0.00	0.42	0.06
Delay/Veh:	0.0	0.0	0.0	44.1	0.0	43.3	1.0	1.5	0.0	0.0	1.6	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.1	0.0	43.3	1.0	1.5	0.0	0.0	1.6	1.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	0	4	0	0	5	0

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:19 Page 98-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1300-1400												
Base Vol:	6	12	33	20	9	26	16	1285	11	23	1164	27
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	6	12	34	21	9	27	16	1324	11	24	1199	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	11	0	0	12	0
Initial Fut:	6	12	34	21	9	27	16	1335	11	24	1211	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:	6	12	34	21	9	27	16	1335	11	24	1211	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	12	34	21	9	27	16	1335	11	24	1211	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.:	6	12	34	21	9	27	16	1335	11	24	1211	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	600	1200	1800	1241	559	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.02	0.01	0.01	0.37	0.01	0.01	0.34	0.02
Crit Moves:			****					****				
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.91	0.91	0.91	0.91	0.91	0.91
Volume/Cap:	0.22	0.22	0.41	0.36	0.36	0.32	0.01	0.41	0.01	0.02	0.37	0.02
Delay/Veh:	47.3	47.3	49.5	48.8	48.8	48.3	0.4	0.7	0.4	0.4	0.6	0.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	47.3	49.5	48.8	48.8	48.3	0.4	0.7	0.4	0.4	0.6	0.4
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	2	1	1	1	0	3	0	0	3	0

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:19 Page 99-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	81	5	35	21	0	21	33	1716	101	46	1783	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	55	0	0	62	0
Initial Fut:	81	5	35	21	0	21	33	1771	101	46	1845	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:	81	5	35	21	0	21	33	1771	101	46	1845	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	5	35	21	0	21	33	1771	101	46	1845	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.:	81	5	35	21	0	21	33	1771	101	46	1845	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.13	0.87	1.00	0.00	1.00	1.00	2.84	0.16	1.00	4.00	1.00
Final Sat.:	1700	231	1569	1700	0	1800	1700	5109	291	1700	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.00	0.01	0.02	0.35	0.35	0.03	0.26	0.01
Crit Moves:	****								****		****	
Green/Cycle:	0.07	0.07	0.07	0.07	0.00	0.07	0.50	0.50	0.50	0.37	0.37	0.37
Volume/Cap:	0.69	0.32	0.32	0.18	0.00	0.17	0.04	0.69	0.69	0.07	0.69	0.03
Delay/Veh:	61.8	45.8	45.8	44.6	0.0	44.5	12.7	19.9	19.9	20.4	27.5	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	45.8	45.8	44.6	0.0	44.5	12.7	19.9	19.9	20.4	27.5	20.1
LOS by Move:	E	D	D	D	A	D	B	B	B	C	C	C
HCM2kAvgQ:	4	2	2	1	0	1	1	16	16	1	14	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[14.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Include		
Lanes:	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	179	1145	0	0	728	518
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	4	0	0	3	0
Initial Fut:	0	0	0	0	0	0	179	1149	0	0	731	518
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	179	1149	0	0	731	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	179	1149	0	0	731	518
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1250	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:19 Page 101-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	18	440	0	186	0	774	20	0	694	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	4	0	0	3	0
Initial Fut:	0	0	18	440	0	186	0	778	20	0	697	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	18	440	0	186	0	778	20	0	697	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	18	440	0	186	0	778	20	0	697	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	18	440	0	186	0	778	20	0	697	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	1.00	1.55	0.00	0.45	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	1800	2682	0	808	0	3600	1800	0	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.16	0.00	0.23	0.00	0.22	0.01	0.00	0.19	0.00
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.50	0.50	0.00	0.50	0.00	0.46	0.46	0.00	0.46	0.00
Volume/Cap:	0.00	0.00	0.02	0.33	0.00	0.47	0.00	0.47	0.02	0.00	0.42	0.00
Delay/Veh:	0.0	0.0	12.8	15.3	0.0	16.8	0.0	18.5	14.5	0.0	18.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	12.8	15.3	0.0	16.8	0.0	18.5	14.5	0.0	18.0	0.0
LOS by Move:	A	A	B	B	A	B	A	B	B	A	B	A
HCM2kAvgQ:	0	0	0	6	0	9	0	9	0	0	8	0

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:19 Page 102-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	807	0	0	0	0	684	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	1	0	0	1	0
Initial Fut:	0	0	0	0	0	807	0	1	0	0	685	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:	0	0	0	0	0	807	0	1	0	0	685	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	807	0	1	0	0	685	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.:	0	0	0	0	0	807	0	1	0	0	685	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3600	0	0	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.22	0.00	xxxx	0.00	0.00	0.19	0.11
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.43	0.00	xxxx	0.00	0.00	0.43	0.26
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	19.5	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	19.5	17.8
LOS by Move:	A	A	A	A	A	B	A	A	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	8	0	0	0	0	8	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: B[11.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0
Volume Module: >> Count Date: 7 Apr 2005 << 1230-1330																				
Base Vol:	0	0	222			0	0	0			0	706	790			0	0	0		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	0	0	229			0	0	0			0	727	814			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	0	0			0	0	0			0	1	0			0	1	0		
Initial Fut:	0	0	229			0	0	0			0	728	814			0	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:	0	0	229			0	0	0			0	728	814			0	1	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	229			0	0	0			0	728	814			0	1	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	243			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	801			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	801			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.29			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	1.2			xxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Control Del:	xxxxx	xxxx	11.3			xxxxx	xxxx	xxxxx			xxxxx	xxxxx	xxxxx			xxxxx	xxxxx			
LOS by Move:	*	*	B			*	*	*			*	*	*			*	*			
Movement:	LT -	LTR -	RT			LT -	LTR -	RT			LT -	LTR -	RT			LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	11.3					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:19 Page 104-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
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:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	825	0	29				0	0	0				0	324	528				89	472	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	236	0	0				0	0	0				0	0	58				0	0	0			
Initial Fut:	1061	0	29				0	0	0				0	324	586				89	472	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:	1061	0	29				0	0	0				0	324	586				89	472	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	1061	0	29				0	0	0				0	324	586				89	472	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.:	1061	0	29				0	0	0				0	324	586				89	472	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.92	0.95	0.95				0.89	0.95	0.95				0.95	0.95	1.00				1.00	1.00	1.00			
Lanes:	1.95	0.00	0.05				0.00	0.00	0.00				0.00	1.00	1.00				1.00	1.00	0.00			
Final Sat.:	3410	0	90				0	0	0				0	1800	1800				1700	1800	0			
Capacity Analysis Module:																								
Vol/Sat:	0.31	0.00	0.32				0.00	0.00	0.00				0.00	0.18	0.33				0.05	0.26	0.00			
Crit Moves:			****												****									
Green/Cycle:	0.48	0.00	0.48				0.00	0.00	0.00				0.00	0.48	0.48				0.48	0.48	0.00			
Volume/Cap:	0.65	0.00	0.67				0.00	0.00	0.00				0.00	0.37	0.67				0.11	0.54	0.00			
Delay/Veh:	20.9	0.0	21.3				0.0	0.0	0.0				0.0	16.3	21.0				14.1	18.7	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	20.9	0.0	21.3				0.0	0.0	0.0				0.0	16.3	21.0				14.1	18.7	0.0			
LOS by Move:	C	A	C				A	A	A				A	B	C				B	B	A			
HCM2kAvgQ:	14	0	15				0	0	0				0	7	15				2	11	0			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 116 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	308	1263	0	0	1357	352	95	0	582	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	174	137	0	0	129	0	0	0	136	0	0	0
Initial Fut:	482	1400	0	0	1486	352	95	0	718	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:	482	1400	0	0	1486	352	95	0	718	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1400	0	0	1486	352	95	0	718	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.:	482	1400	0	0	1486	352	95	0	718	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.42	0.58	0.21	0.00	1.79	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4365	1035	376	0	3224	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.00	0.00	0.34	0.34	0.25	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.30	0.67	0.00	0.00	0.37	0.37	0.27	0.00	0.57	0.00	0.00	0.00
Volume/Cap:	0.93	0.39	0.00	0.00	0.93	0.93	0.93	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	57.7	7.4	0.0	0.0	39.2	39.2	52.0	0.0	11.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	7.4	0.0	0.0	39.2	39.2	52.0	0.0	11.8	0.0	0.0	0.0
LOS by Move:	E	A	A	A	D	D	D	A	B	A	A	A
HCM2kAvgQ:	21	7	0	0	24	24	19	0	7	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1118	359	66	1101	0	0	0	0	512	0	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	13	0	0	12	0	0	0	0	0	0	0
Initial Fut:	0	1131	359	66	1113	0	0	0	0	512	0	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:	0	1131	359	66	1113	0	0	0	0	512	0	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1131	359	66	1113	0	0	0	0	512	0	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.:	0	1131	359	66	1113	0	0	0	0	512	0	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.56	0.00	0.44
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	2705	0	785
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.20	0.04	0.21	0.00	0.00	0.00	0.00	0.19	0.00	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.49	0.90	0.06	0.55	0.00	0.00	0.00	0.00	0.41	0.00	0.41
Volume/Cap:	0.00	0.64	0.22	0.64	0.37	0.00	0.00	0.00	0.00	0.46	0.00	0.64
Delay/Veh:	0.0	19.8	0.7	58.8	12.8	0.0	0.0	0.0	0.0	21.7	0.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.8	0.7	58.8	12.8	0.0	0.0	0.0	0.0	21.7	0.0	24.9
LOS by Move:	A	B	A	E	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	14	2	3	7	0	0	0	0	8	0	13

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
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:	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	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 << 1300-1400																
Base Vol:	0	0	0	386	0	73	391	821	0	0	832	326				
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
Initial Bse:	0	0	0	398	0	75	403	846	0	0	857	336				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
APPRVD PROJ:	0	0	0	0	0	62	87	1	0	0	1	0				
Initial Fut:	0	0	0	398	0	137	490	847	0	0	858	336				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	398	0	137	490	847	0	0	858	336				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	398	0	137	490	847	0	0	858	336				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	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	398	0	137	490	847	0	0	858	336				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95				
Lanes:	0.00	0.00	0.00	1.60	0.00	0.40	2.00	3.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	2774	0	718	3200	5400	0	0	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.19	0.15	0.16	0.00	0.00	0.24	0.19				
Crit Moves:						****		****			****					
Green/Cycle:	0.00	0.00	0.00	0.31	0.00	0.31	0.25	0.25	0.00	0.00	0.38	0.38				
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.62	0.61	0.62	0.00	0.00	0.62	0.49				
Delay/Veh:	0.0	0.0	0.0	28.4	0.0	31.2	34.4	34.1	0.0	0.0	26.0	24.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	28.4	0.0	31.2	34.4	34.1	0.0	0.0	26.0	24.0				
LOS by Move:	A	A	A	C	A	C	C	C	A	A	C	C				
HCM2kAvgQ:	0	0	0	7	0	10	9	9	0	0	12	8				

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:20 Page 108-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.231
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 106.2
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03				
Initial Bse:	53	176	41	384	110	328	709	775	19	83	877	142				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
APPRVD PROJ:	0	0	0	0	0	0	0	97	0	0	252	0				
Initial Fut:	53	176	41	384	110	328	709	872	19	83	1129	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:	53	176	41	384	110	328	709	872	19	83	1129	142				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	53	176	41	384	110	328	709	872	19	83	1129	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.:	53	176	41	384	110	328	709	872	19	83	1129	142				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95				
Lanes:	0.23	0.77	1.00	0.78	0.22	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	414	1386	1800	1399	401	1800	1700	3600	1800	1700	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.02	0.27	0.27	0.18	0.42	0.24	0.01	0.05	0.31	0.08				
Crit Moves:		****			****			****				****				
Green/Cycle:	0.10	0.10	0.10	0.22	0.22	0.56	0.34	0.49	0.49	0.10	0.25	0.25				
Volume/Cap:	1.23	1.23	0.22	1.23	1.23	0.32	1.23	0.49	0.02	0.49	1.23	0.31				
Delay/Veh:	186.6	187	41.8	162.7	163	11.9	151.5	17.1	13.0	44.8	151	30.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	186.6	187	41.8	162.7	163	11.9	151.5	17.1	13.0	44.8	151	30.5				
LOS by Move:	F	F	D	F	F	B	F	B	B	D	F	C				
HCM2kAvgQ:	16	16	1	31	31	6	45	9	0	3	35	4				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #108 Juniper Ave/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.346
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.1
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module: >> Count Date: 12 May 2005 << 1300-1400												
Base Vol:	0	0	0	14	0	36	26	545	0	0	350	12
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	14	0	37	27	562	0	0	361	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	37	27	562	0	0	361	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	37	27	562	0	0	361	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	14	0	37	27	562	0	0	361	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	37	27	562	0	0	361	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.02	0.31	0.00	0.00	0.20	0.01
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.90	0.90	0.00	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.35	0.02	0.35	0.00	0.00	0.22	0.01
Delay/Veh:	0.0	0.0	0.0	45.3	0.0	47.1	0.5	0.8	0.0	0.0	0.7	0.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.3	0.0	47.1	0.5	0.8	0.0	0.0	0.7	0.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	3	0	0	2	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.4
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	15	0	101	0	0	0	0	1489	40	140	1585	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	59	0	0	67	0
Initial Fut:	15	0	101	0	0	0	0	1548	40	140	1652	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	101	0	0	0	0	1548	40	140	1652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	101	0	0	0	0	1548	40	140	1652	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	101	0	0	0	0	1548	40	140	1652	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.90	0.10	1.00	3.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	7018	182	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.22	0.22	0.08	0.31	0.00
Crit Moves:			****					****			****	
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.58	0.58	0.22	0.79	0.00
Volume/Cap:	0.06	0.00	0.39	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.39	0.00
Delay/Veh:	36.9	0.0	39.6	0.0	0.0	0.0	0.0	11.5	11.5	34.1	3.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	39.6	0.0	0.0	0.0	0.0	11.5	11.5	34.1	3.1	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A
HCM2kAvgQ:	0	0	3	0	0	0	0	7	7	4	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	146	181	262	85	209	53	31	364	96	292	619	54
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	150	186	270	88	215	55	32	375	99	301	638	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	186	270	88	215	55	32	375	99	301	638	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:	150	186	270	88	215	55	32	375	99	301	638	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	186	270	88	215	55	32	375	99	301	638	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.:	150	186	270	88	215	55	32	375	99	301	638	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.58	0.42	1.00	1.84	0.16
Final Sat.:	1700	1800	1800	1700	2872	728	1700	2849	751	1700	3311	289
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.15	0.05	0.07	0.07	0.02	0.13	0.13	0.18	0.19	0.19
Crit Moves:			****								****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.21	0.25	0.36	0.12	0.18	0.18	0.03	0.24	0.24	0.33	0.36	0.36
Delay/Veh:	18.6	18.8	19.9	17.8	18.2	18.2	10.8	12.3	12.3	13.1	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	18.8	19.9	17.8	18.2	18.2	10.8	12.3	12.3	13.1	13.2	13.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	4	6	2	3	3	1	4	4	6	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 1	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 10 May 2005 << 1230-1330												
Base Vol:	15	91	30	136	151	133	163	1208	19	72	1238	141
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	15	94	31	140	156	137	168	1245	20	74	1276	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	43	0	0	43	0
Initial Fut:	15	94	31	140	156	137	168	1288	20	74	1319	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	94	31	140	156	137	168	1288	20	74	1319	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	94	31	140	156	137	168	1288	20	74	1319	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	94	31	140	156	137	168	1288	20	74	1319	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.22	1.34	0.44	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.70	0.30
Final Sat.:	397	2409	794	1700	1800	1800	1700	5319	81	1700	4864	536
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.09	0.08	0.10	0.24	0.24	0.04	0.27	0.27
Crit Moves:					****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.20	0.65	0.65	0.12	0.56	0.56
Volume/Cap:	0.22	0.22	0.22	0.46	0.49	0.43	0.49	0.37	0.37	0.37	0.49	0.49
Delay/Veh:	35.3	35.3	35.3	37.9	38.1	37.5	36.3	8.4	8.4	42.0	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	35.3	37.9	38.1	37.5	36.3	8.4	8.4	42.0	13.5	13.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	2	2	2	5	5	4	6	7	7	3	10	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400												
Base Vol:	82	1091	61	31	1057	59	67	10	56	39	15	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	84	1124	63	32	1089	61	69	10	58	40	15	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	101	0	0	114	25	20	0	0	0	0	0
Initial Fut:	84	1225	63	32	1203	86	89	10	58	40	15	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:	84	1225	63	32	1203	86	89	10	58	40	15	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1225	63	32	1203	86	89	10	58	40	15	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.:	84	1225	63	32	1203	86	89	10	58	40	15	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.91	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.80	0.20	1.80	0.20	1.00	1.46	0.54	1.00
Final Sat.:	1700	5400	1800	1700	5041	359	3137	363	1800	2527	972	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.03	0.02	0.24	0.24	0.03	0.03	0.03	0.02	0.02	0.02
Crit Moves:					****				****			****
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.10	0.10	0.10	0.06	0.06	0.06
Volume/Cap:	0.06	0.29	0.04	0.02	0.31	0.31	0.27	0.27	0.31	0.28	0.28	0.31
Delay/Veh:	2.6	3.2	2.5	2.5	3.2	3.2	41.7	41.7	42.3	46.1	46.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	3.2	2.5	2.5	3.2	3.2	41.7	41.7	42.3	46.1	46.1	47.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	0	0	4	4	2	2	2	1	1	1

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:21 Page 114-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	58	1230	9	6	1092	32	122	3	53	4	8	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	81	0	0	89	25	20	0	0	0	0	0
Initial Fut:	58	1311	9	6	1181	57	142	3	53	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:	58	1311	9	6	1181	57	142	3	53	4	8	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1311	9	6	1181	57	142	3	53	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.:	58	1311	9	6	1181	57	142	3	53	4	8	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.86	0.14	0.98	0.02	1.00	0.33	0.67	1.00
Final Sat.:	1700	5362	38	1700	5152	248	1762	38	1800	600	1200	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.00	0.23	0.23	0.08	0.08	0.03	0.01	0.01	0.00
Crit Moves:	****				****			****				
Green/Cycle:	0.09	0.71	0.71	0.01	0.63	0.63	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.37	0.34	0.34	0.34	0.37	0.37	0.37	0.37	0.13	0.03	0.03	0.01
Delay/Veh:	44.0	5.6	5.6	60.3	9.1	9.1	33.7	33.7	31.5	30.7	30.7	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	5.6	5.6	60.3	9.1	9.1	33.7	33.7	31.5	30.7	30.7	30.5
LOS by Move:	D	A	A	E	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	5	5	1	6	6	4	4	1	0	0	0

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.3
Optimal Cycle:	40	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	152	958	88	192	760	163	265	803	129	185	961	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	49	77	0	0	80	9	4	45	60	0	33	0
Initial Fut:	201	1035	88	192	840	172	269	848	189	185	994	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1035	88	192	840	172	269	848	189	185	994	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1035	88	192	840	172	269	848	189	185	994	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1035	88	192	840	172	269	848	189	185	994	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.77	0.23	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.57	0.43
Final Sat.:	3200	4979	421	3200	5400	1800	3200	3600	1800	3200	4620	780
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.06	0.16	0.10	0.08	0.24	0.10	0.06	0.22	0.22
Crit Moves:		****			****			****			****	
Green/Cycle:	0.13	0.34	0.34	0.10	0.31	0.31	0.14	0.40	0.40	0.10	0.35	0.35
Volume/Cap:	0.50	0.61	0.61	0.61	0.50	0.30	0.61	0.60	0.27	0.60	0.61	0.61
Delay/Veh:	49.8	33.4	33.4	55.3	33.7	31.5	51.1	29.4	24.7	55.0	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	33.4	33.4	55.3	33.7	31.5	51.1	29.4	24.7	55.0	32.4	32.4
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	12	12	5	9	5	6	13	5	5	13	13

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.9
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module: >> Count Date: 29 Mar 2005 << 1300-1400												
Base Vol:	94	1181	0	0	987	102	76	0	80	0	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	97	1217	0	0	1017	105	78	0	82	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	93	0	0	92	33	29	0	0	0	0	0
Initial Fut:	98	1310	0	0	1109	138	107	0	82	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:	98	1310	0	0	1109	138	107	0	82	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1310	0	0	1109	138	107	0	82	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.:	98	1310	0	0	1109	138	107	0	82	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5400	0	1700	5400	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.00	0.00	0.21	0.08	0.03	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.10	0.79	0.00	0.00	0.69	0.84	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.30	0.31	0.00	0.00	0.30	0.09	0.22	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	42.1	3.0	0.0	0.0	6.3	1.4	37.4	0.0	38.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	3.0	0.0	0.0	6.3	1.4	37.4	0.0	38.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	2	4	0	0	5	1	2	0	3	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.3
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	110	844	112				191	651	183				138	815	72				72	975	159			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	9	0				4	9	80				80	142	0				0	145	4			
Initial Fut:	110	853	112				195	660	263				218	957	72				72	1120	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:	110	853	112				195	660	263				218	957	72				72	1120	163			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	110	853	112				195	660	263				218	957	72				72	1120	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.:	110	853	112				195	660	263				218	957	72				72	1120	163			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95			
Lanes:	2.00	3.00	1.00				2.00	3.00	1.00				2.00	3.00	1.00				1.00	2.62	0.38			
Final Sat.:	3200	5400	1800				3200	5400	1800				3200	5400	1800				1700	4715	685			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.16	0.06				0.06	0.12	0.15				0.07	0.18	0.04				0.04	0.24	0.24			
Crit Moves:		****						****						****							****			
Green/Cycle:	0.07	0.28	0.28				0.11	0.31	0.31				0.12	0.43	0.43				0.10	0.42	0.42			
Volume/Cap:	0.47	0.57	0.23				0.57	0.39	0.47				0.57	0.41	0.09				0.41	0.57	0.57			
Delay/Veh:	46.0	31.6	28.1				44.8	27.2	28.5				43.6	19.7	16.8				43.5	22.7	22.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	46.0	31.6	28.1				44.8	27.2	28.5				43.6	19.7	16.8				43.5	22.7	22.7			
LOS by Move:	D	C	C				D	C	C				D	B	B				D	C	C			
HCM2kAvgQ:	3	8	3				4	6	7				5	7	1				3	11	11			

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:21 Page 118-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 19.8
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	1	0		2	0	2	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 22 Mar 2005 << 1215-1315																								
Base Vol:	3	471	8				114	645	77				22	10	5				3	27	288			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	3	485	8				117	665	79				23	10	5				3	28	297			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	9	0				0	9	0				0	0	0				0	0	0			
Initial Fut:	3	494	8				117	674	79				23	10	5				3	28	297			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	494	8				117	674	79				23	10	5				3	28	297			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	3	494	8				117	674	79				23	10	5				3	28	297			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	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	494	8				117	674	79				23	10	5				3	28	297			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.95	0.05				2.00	2.00	1.00				1.00	1.33	0.67				1.00	1.00	1.00			
Final Sat.:	1700	5311	89				3200	3600	1800				1700	2400	1200				1700	1800	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.09	0.09				0.04	0.19	0.04				0.01	0.00	0.00				0.00	0.02	0.16			
Crit Moves:	****							****													****			
Green/Cycle:	0.00	0.36	0.36				0.14	0.50	0.50				0.44	0.44	0.44				0.44	0.44	0.44			
Volume/Cap:	0.38	0.26	0.26				0.26	0.38	0.09				0.03	0.01	0.01				0.00	0.04	0.38			
Delay/Veh:	76.2	22.7	22.7				38.5	15.7	13.3				16.0	15.9	15.9				15.8	16.0	19.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	76.2	22.7	22.7				38.5	15.7	13.3				16.0	15.9	15.9				15.8	16.0	19.2			
LOS by Move:	E	C	C				D	B	B				B	B	B				B	B	B			
HCM2kAvgQ:	0	4	4				2	7	1				0	0	0				0	1	6			

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:21 Page 119-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.7
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	481	0	310	217	1427	0	0	1459	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	1	0	8	7	55	0	0	62	1
Initial Fut:	0	0	0	482	0	318	224	1482	0	0	1521	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	482	0	318	224	1482	0	0	1521	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	482	0	318	224	1482	0	0	1521	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	482	0	318	224	1482	0	0	1521	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	3200	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.09	0.07	0.27	0.00	0.00	0.28	0.16
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.57	0.37	0.37	0.00	0.00	0.37	0.57
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.16	0.19	0.75	0.00	0.00	0.75	0.28
Delay/Veh:	0.0	0.0	0.0	42.6	0.0	10.4	21.8	29.5	0.0	0.0	28.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.6	0.0	10.4	21.8	29.5	0.0	0.0	28.9	10.9
LOS by Move:	A	A	A	D	A	B	C	C	A	A	C	B
HCM2kAvgQ:	0	0	0	10	0	2	3	15	0	0	16	5

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:22 Page 120-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.289
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle:	20	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1 1	0 1	1	0 1	0 1	1	1 0	1 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	287	92	115	388	22	28	20	87	156	18	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	8	0	9	0	0	0	0	9	0	0
Initial Fut:	60	293	100	115	397	22	28	20	87	165	18	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	293	100	115	397	22	28	20	87	165	18	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	293	100	115	397	22	28	20	87	165	18	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	293	100	115	397	22	28	20	87	165	18	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.34	1.66	1.00	0.45	1.55	1.00	1.00	1.00	1.00	1.81	0.19	1.00
Final Sat.:	609	2991	1800	810	2790	1800	1700	1800	1800	3163	337	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.14	0.14	0.01	0.02	0.01	0.05	0.05	0.05	0.08
Crit Moves:					****				****			****
Green/Cycle:	0.49	0.49	0.77	0.49	0.49	0.49	0.17	0.17	0.17	0.28	0.28	0.28
Volume/Cap:	0.20	0.20	0.07	0.29	0.29	0.02	0.10	0.07	0.29	0.19	0.19	0.29
Delay/Veh:	14.3	14.3	2.7	15.1	15.1	13.0	35.5	35.2	37.0	27.4	27.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	2.7	15.1	15.1	13.0	35.5	35.2	37.0	27.4	27.4	28.4
LOS by Move:	B	B	A	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	3	3	1	5	5	0	1	1	3	2	2	4

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:22 Page 121-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.6
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	61	258	28	134	225	274	82	1080	46	28	1247	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	8	0	1	0	5	13	14	11	20	0	12	0
Initial Fut:	69	258	29	134	230	287	96	1091	66	28	1259	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	258	29	134	230	287	96	1091	66	28	1259	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	258	29	134	230	287	96	1091	66	28	1259	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	258	29	134	230	287	96	1091	66	28	1259	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.02	0.08	0.13	0.16	0.06	0.30	0.04	0.02	0.35	0.07
Crit Moves:						****	****				****	
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.09	0.64	0.64	0.03	0.58	0.58
Volume/Cap:	0.15	0.54	0.06	0.30	0.48	0.60	0.60	0.47	0.06	0.47	0.60	0.11
Delay/Veh:	28.3	32.8	27.5	29.7	31.7	34.3	49.8	9.4	6.7	53.3	14.0	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	32.8	27.5	29.7	31.7	34.3	49.8	9.4	6.7	53.3	14.0	9.5
LOS by Move:	C	C	C	C	C	C	D	A	A	D	B	A
HCM2kAvgQ:	2	8	1	4	7	9	4	9	1	2	13	2

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:22 Page 122-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.2
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	94	178	50	53	177	44	43	1008	86	80	914	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	10	3	0	0	146	0	0	149	8
Initial Fut:	94	181	50	63	180	44	43	1154	86	80	1063	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	181	50	63	180	44	43	1154	86	80	1063	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	181	50	63	180	44	43	1154	86	80	1063	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	181	50	63	180	44	43	1154	86	80	1063	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.78	0.22	1.00	0.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1408	392	1700	1445	355	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.04	0.12	0.12	0.03	0.32	0.05	0.05	0.30	0.06
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.61	0.61	0.09	0.64	0.64
Volume/Cap:	0.23	0.53	0.53	0.15	0.51	0.51	0.46	0.53	0.08	0.53	0.46	0.09
Delay/Veh:	30.5	34.0	34.0	29.9	33.7	33.7	49.3	11.6	8.1	47.0	9.3	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	34.0	34.0	29.9	33.7	33.7	49.3	11.6	8.1	47.0	9.3	6.9
LOS by Move:	C	C	C	C	C	C	D	B	A	D	A	A
HCM2kAvgQ:	3	7	7	2	7	7	2	11	1	3	9	1

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:22 Page 123-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.177
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 1230-1330												
Base Vol:	133	311	53	34	257	21	17	70	115	33	123	45
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	137	320	55	35	265	22	18	72	118	34	127	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	320	55	35	265	22	18	72	118	34	127	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:	137	320	55	35	265	22	18	72	118	34	127	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	320	55	35	265	22	18	72	118	34	127	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.:	137	320	55	35	265	22	18	72	118	34	127	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.71	0.29	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1700	3076	524	1700	3328	272	1700	1800	1800	1700	2636	964
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.10	0.02	0.08	0.08	0.01	0.04	0.07	0.02	0.05	0.05
Crit Moves:		****							****			
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.14	0.18	0.18	0.04	0.14	0.14	0.03	0.11	0.18	0.05	0.13	0.13
Delay/Veh:	9.3	9.5	9.5	8.7	9.2	9.2	20.0	20.6	21.2	20.2	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.5	9.5	8.7	9.2	9.2	20.0	20.6	21.2	20.2	20.8	20.8
LOS by Move:	A	A	A	A	A	A	B	C	C	C	C	C
HCM2kAvgQ:	2	3	3	0	2	2	0	2	3	1	2	2

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	228	286	60	88	252	47	105	1554	274	132	1447	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	55	0	0	62	0
Initial Fut:	228	286	60	88	252	47	105	1609	274	132	1509	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	286	60	88	252	47	105	1609	274	132	1509	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	286	60	88	252	47	105	1609	274	132	1509	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	228	286	60	88	252	47	105	1609	274	132	1509	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.65	0.35	1.00	1.68	0.32	2.00	2.56	0.44	2.00	3.73	0.27
Final Sat.:	1700	2979	621	1700	3031	569	3200	4614	786	3200	6718	482
Capacity Analysis Module:												
Vol/Sat:	0.13	0.10	0.10	0.05	0.08	0.08	0.03	0.35	0.35	0.04	0.22	0.22
Crit Moves:	****				****			****			****	
Green/Cycle:	0.20	0.21	0.21	0.11	0.13	0.13	0.08	0.53	0.53	0.06	0.52	0.52
Volume/Cap:	0.66	0.45	0.45	0.45	0.66	0.66	0.44	0.66	0.66	0.66	0.44	0.44
Delay/Veh:	41.3	34.6	34.6	42.9	45.2	45.2	45.5	17.7	17.7	53.7	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	34.6	34.6	42.9	45.2	45.2	45.5	17.7	17.7	53.7	15.2	15.2
LOS by Move:	D	C	C	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	8	5	5	3	6	6	2	15	15	4	8	8

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	1	314	2	55	500	95	11	7	2	2	13	57
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	324	2	57	515	98	11	7	2	2	13	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	324	2	57	515	98	11	7	2	2	13	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:	1	324	2	57	515	98	11	7	2	2	13	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	324	2	57	515	98	11	7	2	2	13	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.:	1	324	2	57	515	98	11	7	2	2	13	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39	1.00	0.13	0.87	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1100	700	1800	240	1560	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.03	0.29	0.05	0.01	0.01	0.00	0.01	0.01	0.03
Crit Moves:					****							****
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.00	0.21	0.00	0.04	0.33	0.06	0.10	0.10	0.01	0.09	0.09	0.33
Delay/Veh:	1.0	1.2	1.0	1.0	1.5	1.0	41.3	41.3	40.7	41.2	41.2	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.0	1.2	1.0	1.0	1.5	1.0	41.3	41.3	40.7	41.2	41.2	43.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	0	0	3	0	1	1	0	1	1	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	74	291	5	12	479	18	23	3	69	0	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	291	5	12	479	18	23	3	69	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:	74	291	5	12	479	18	23	3	69	0	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	291	5	12	479	18	23	3	69	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.:	74	291	5	12	479	18	23	3	69	0	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1584	216	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.00	0.01	0.27	0.01	0.01	0.01	0.04	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.12	0.12	0.12	0.00	0.00	0.12
Volume/Cap:	0.05	0.19	0.00	0.01	0.32	0.01	0.12	0.12	0.32	0.00	0.00	0.03
Delay/Veh:	1.4	1.6	1.3	1.3	1.9	1.3	39.4	39.4	41.0	0.0	0.0	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.4	1.6	1.3	1.3	1.9	1.3	39.4	39.4	41.0	0.0	0.0	38.9
LOS by Move:	A	A	A	A	A	A	D	D	D	A	A	D
HCM2kAvgQ:	0	2	0	0	4	0	1	1	2	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.2
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 2	0 0
Volume Module: >> Count Date: 7 Apr 2005 << 1230-1330												
Base Vol:	12	0	21	0	0	0	0	1215	29	25	1156	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	12	0	22	0	0	0	0	1252	30	26	1191	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	15	0	0	12	0
Initial Fut:	12	0	22	0	0	0	0	1267	30	26	1203	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	22	0	0	0	0	1267	30	26	1203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	22	0	0	0	0	1267	30	26	1203	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	22	0	0	0	0	1267	30	26	1203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5276	124	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.24	0.24	0.02	0.33	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.85	0.85	0.05	0.91	0.00
Volume/Cap:	0.22	0.00	0.37	0.00	0.00	0.00	0.00	0.28	0.28	0.28	0.37	0.00
Delay/Veh:	49.2	0.0	51.2	0.0	0.0	0.0	0.0	1.4	1.4	47.1	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	0.0	51.2	0.0	0.0	0.0	0.0	1.4	1.4	47.1	0.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	1	0	0	0	0	3	3	1	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	23	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	128	38	203	41	40	50	72	893	67	139	997	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	0	3	0	0	0	0	54	1	3	61	0
Initial Fut:	129	38	206	41	40	50	72	947	68	142	1058	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:	129	38	206	41	40	50	72	947	68	142	1058	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	38	206	41	40	50	72	947	68	142	1058	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.:	129	38	206	41	40	50	72	947	68	142	1058	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.77	0.23	1.00	1.00	0.44	0.56	2.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1389	411	1800	1700	798	1002	3200	5038	362	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.02	0.05	0.05	0.02	0.19	0.19	0.08	0.20	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.24	0.24	0.45	0.24	0.24	0.24	0.07	0.49	0.49	0.22	0.63	0.63
Volume/Cap:	0.39	0.39	0.25	0.10	0.21	0.21	0.31	0.39	0.39	0.39	0.31	0.01
Delay/Veh:	32.2	32.2	16.9	29.8	30.7	30.7	44.8	16.4	16.4	34.2	8.6	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	16.9	29.8	30.7	30.7	44.8	16.4	16.4	34.2	8.6	6.9
LOS by Move:	C	C	B	C	C	C	D	B	B	C	A	A
HCM2kAvgQ:	5	5	4	1	2	2	2	7	7	4	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.254
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.2
Optimal Cycle:	15	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 12 May 2005 << 1300-1400												
Base Vol:	9	107	61	94	79	59	52	496	14	42	456	69
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	110	63	97	81	61	54	511	14	43	470	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	1	0	0	0	8	0	0	7	1
Initial Fut:	9	110	63	98	81	61	54	519	14	43	477	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:	9	110	63	98	81	61	54	519	14	43	477	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	110	63	98	81	61	54	519	14	43	477	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.:	9	110	63	98	81	61	54	519	14	43	477	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.08	0.92	1.00	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	140	1660	1800	983	817	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.10	0.10	0.03	0.03	0.14	0.01	0.03	0.13	0.04
Crit Moves:					****			****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.17	0.17	0.09	0.25	0.25	0.09	0.06	0.25	0.01	0.04	0.23	0.07
Delay/Veh:	19.9	19.9	19.2	20.7	20.7	19.2	9.7	11.0	9.4	9.6	10.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	19.2	20.7	20.7	19.2	9.7	11.0	9.4	9.6	10.8	9.8
LOS by Move:	B	B	B	C	C	B	A	B	A	A	B	A
HCM2kAvgQ:	2	2	1	4	4	1	1	4	0	1	4	1

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:24 Page 130-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.3
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:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	142	5	151	29	8	1	1	869	138	194	1083	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	7	0	0	0	0	206	0	6	219	0
Initial Fut:	142	5	158	29	8	1	1	1075	138	200	1302	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:	142	5	158	29	8	1	1	1075	138	200	1302	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	5	158	29	8	1	1	1075	138	200	1302	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.:	142	5	158	29	8	1	1	1075	138	200	1302	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.47	0.03	1.50	1.00	0.89	0.11	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	2536	59	2700	1700	1600	200	1700	4785	615	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.06	0.02	0.01	0.01	0.00	0.22	0.22	0.12	0.36	0.01
Crit Moves:		****			****			****			****	
Green/Cycle:	0.17	0.17	0.17	0.03	0.03	0.03	0.00	0.46	0.46	0.24	0.70	0.70
Volume/Cap:	0.33	0.52	0.35	0.52	0.16	0.16	0.52	0.49	0.49	0.49	0.52	0.01
Delay/Veh:	36.7	38.6	36.9	56.0	48.3	48.3	196.3	19.1	19.1	33.7	7.4	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	38.6	36.9	56.0	48.3	48.3	196.3	19.1	19.1	33.7	7.4	4.6
LOS by Move:	D	D	D	E	D	D	F	B	B	C	A	A
HCM2kAvgQ:	3	5	3	2	0	0	0	9	9	6	10	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.1
Optimal Cycle: 24 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	29	207	264	61	208	47	42	472	26	237	444	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	7	0	0	6	0	0	62	0	0	68	0
Initial Fut:	29	214	264	61	214	47	42	534	26	237	512	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:	29	214	264	61	214	47	42	534	26	237	512	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	214	264	61	214	47	42	534	26	237	512	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.:	29	214	264	61	214	47	42	534	26	237	512	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.15	0.04	0.06	0.03	0.02	0.15	0.01	0.14	0.14	0.04
Crit Moves:		****						****		****		
Green/Cycle:	0.27	0.27	0.60	0.27	0.27	0.27	0.10	0.34	0.34	0.32	0.57	0.57
Volume/Cap:	0.06	0.43	0.25	0.13	0.22	0.10	0.25	0.43	0.04	0.43	0.25	0.07
Delay/Veh:	26.8	30.4	9.6	27.4	28.1	27.1	42.4	25.6	21.9	27.2	11.0	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	30.4	9.6	27.4	28.1	27.1	42.4	25.6	21.9	27.2	11.0	9.8
LOS by Move:	C	C	A	C	C	C	D	C	C	C	B	A
HCM2kAvgQ:	1	6	4	2	3	1	2	7	1	7	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 42 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	328	332	208	34	257	68	109	703	167	189	759	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	4	7	5	0	6	0	0	38	4	4	39	0
Initial Fut:	332	339	213	34	263	68	109	741	171	193	798	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:	332	339	213	34	263	68	109	741	171	193	798	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	339	213	34	263	68	109	741	171	193	798	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.:	332	339	213	34	263	68	109	741	171	193	798	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2210	1390	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.15	0.02	0.07	0.04	0.06	0.21	0.09	0.11	0.22	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.31	0.38	0.38	0.05	0.12	0.12	0.11	0.33	0.33	0.18	0.39	0.39
Volume/Cap:	0.63	0.41	0.41	0.41	0.63	0.33	0.56	0.63	0.29	0.63	0.56	0.09
Delay/Veh:	37.9	27.7	27.7	58.6	53.6	49.6	54.1	35.3	30.3	49.6	28.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	27.7	27.7	58.6	53.6	49.6	54.1	35.3	30.3	49.6	28.9	22.9
LOS by Move:	D	C	C	E	D	D	D	D	C	D	C	C
HCM2kAvgQ:	12	8	8	2	6	3	5	13	5	8	12	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 12 May 2005 << 1200-1300												
Base Vol:	221	678	14	49	574	77	70	43	217	11	64	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	228	699	14	50	591	79	72	44	224	11	66	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	4	0	0	0	0	0	0	0
Initial Fut:	228	702	14	50	595	79	72	44	224	11	66	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:	228	702	14	50	595	79	72	44	224	11	66	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	702	14	50	595	79	72	44	224	11	66	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.:	228	702	14	50	595	79	72	44	224	11	66	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.62	0.38	1.00	0.15	0.85	1.00
Final Sat.:	1700	3527	73	1700	3600	1800	1115	685	1800	264	1536	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.20	0.03	0.17	0.04	0.06	0.06	0.12	0.04	0.04	0.02
Crit Moves:		****							****			
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.23	0.34	0.34	0.05	0.28	0.07	0.18	0.18	0.34	0.12	0.12	0.05
Delay/Veh:	9.8	10.5	10.5	8.6	10.1	8.8	21.4	21.4	23.0	20.9	20.9	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	10.5	10.5	8.6	10.1	8.8	21.4	21.4	23.0	20.9	20.9	20.3
LOS by Move:	A	B	B	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	1	5	1	3	3	5	2	2	1

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:24 Page 134-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	18	818	8	31	788	41	60	50	42	8	39	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	4	0	0	0	0	0	0	0
Initial Fut:	18	821	8	31	792	41	60	50	42	8	39	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:	18	821	8	31	792	41	60	50	42	8	39	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	821	8	31	792	41	60	50	42	8	39	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.:	18	821	8	31	792	41	60	50	42	8	39	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.98	0.02	1.00	1.90	0.10	1.00	1.00	1.00	0.17	0.83	1.00
Final Sat.:	1700	3564	36	1700	3422	178	1700	1800	1800	313	1487	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.02	0.23	0.23	0.04	0.03	0.02	0.03	0.03	0.02
Crit Moves:					****		****					
Green/Cycle:	0.83	0.83	0.83	0.83	0.83	0.83	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.01	0.28	0.28	0.02	0.28	0.28	0.28	0.22	0.19	0.21	0.21	0.14
Delay/Veh:	1.4	1.9	1.9	1.4	1.9	1.9	40.2	39.7	39.5	39.6	39.6	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.4	1.9	1.9	1.4	1.9	1.9	40.2	39.7	39.5	39.6	39.6	39.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	3	3	2	2	1	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.9
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	0	1 0	0 1	1	0 1	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	14	704	114	33	716	11	12	19	4	97	20	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	14	725	117	34	738	11	12	20	4	100	21	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	4	0	0	0	0	0	0	0
Initial Fut:	14	728	117	34	742	11	12	20	4	100	21	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:	14	728	117	34	742	11	12	20	4	100	21	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	728	117	34	742	11	12	20	4	100	21	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.:	14	728	117	34	742	11	12	20	4	100	21	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	0.39	0.61	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3546	54	697	1103	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.07	0.02	0.21	0.21	0.02	0.02	0.00	0.06	0.01	0.02
Crit Moves:					****					****		
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.01	0.27	0.09	0.03	0.28	0.28	0.08	0.08	0.01	0.28	0.05	0.08
Delay/Veh:	3.2	4.0	3.4	3.2	4.0	4.0	31.8	31.8	31.2	33.5	31.6	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	4.0	3.4	3.2	4.0	4.0	31.8	31.8	31.2	33.5	31.6	31.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	4	1	0	4	4	1	1	0	3	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	246	0	39	0	0	0	0	1155	179	39	1243	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	124	0	0	116	0
Initial Fut:	246	0	39	0	0	0	0	1279	179	39	1359	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:	246	0	39	0	0	0	0	1279	179	39	1359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	0	39	0	0	0	0	1279	179	39	1359	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.:	246	0	39	0	0	0	0	1279	179	39	1359	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.02	0.00	0.00	0.00	0.00	0.36	0.10	0.02	0.38	0.00
Crit Moves:	****										****	
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.54	0.00	0.08	0.00	0.00	0.00	0.00	0.51	0.14	0.03	0.54	0.00
Delay/Veh:	32.8	0.0	27.6	0.0	0.0	0.0	0.0	7.5	5.3	4.8	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	0.0	27.6	0.0	0.0	0.0	0.0	7.5	5.3	4.8	7.8	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	8	0	1	0	0	0	0	10	2	0	11	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.7
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	359	500	169	213	556	148	171	679	231	203	847	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	89	0	0	110	0	0	4	0	0	3	0
Initial Fut:	359	589	169	213	666	148	171	683	231	203	850	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:	359	589	169	213	666	148	171	683	231	203	850	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	589	169	213	666	148	171	683	231	203	850	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.:	359	589	169	213	666	148	171	683	231	203	850	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.16	0.09	0.13	0.19	0.08	0.10	0.19	0.13	0.12	0.24	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.27	0.29	0.29	0.22	0.24	0.24	0.13	0.26	0.26	0.17	0.30	0.30
Volume/Cap:	0.79	0.57	0.33	0.57	0.79	0.35	0.79	0.72	0.49	0.72	0.79	0.46
Delay/Veh:	49.4	37.4	34.2	44.0	47.9	38.7	67.6	42.9	38.2	56.2	42.3	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	37.4	34.2	44.0	47.9	38.7	67.6	42.9	38.2	56.2	42.3	34.7
LOS by Move:	D	D	C	D	D	D	E	D	D	E	D	C
HCM2kAvgQ:	15	10	5	8	14	5	9	13	8	9	17	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.1
Optimal Cycle:	41	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0 1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	37	573	338	247	870	74	97	855	134	273	837	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	89	0	0	110	0	0	1	0	0	1	0
Initial Fut:	37	662	338	247	980	74	97	856	134	273	838	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:	37	662	338	247	980	74	97	856	134	273	838	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	662	338	247	980	74	97	856	134	273	838	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.:	37	662	338	247	980	74	97	856	134	273	838	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.59	0.41	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	4669	731	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.19	0.15	0.27	0.04	0.06	0.18	0.18	0.09	0.23	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.03	0.21	0.36	0.26	0.44	0.44	0.09	0.32	0.32	0.15	0.37	0.37
Volume/Cap:	0.63	0.57	0.52	0.57	0.63	0.09	0.63	0.58	0.58	0.58	0.63	0.18
Delay/Veh:	76.2	42.8	30.8	40.8	27.1	20.0	60.3	34.9	34.9	49.5	31.8	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	42.8	30.8	40.8	27.1	20.0	60.3	34.9	34.9	49.5	31.8	25.5
LOS by Move:	E	D	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	3	8	10	9	15	2	5	11	11	6	14	3

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:25 Page 139-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.3
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	92	954	120	71	991	74	110	280	80	198	300	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	6	61	0	0	92	18	28	0	0	0	0	0
Initial Fut:	98	1015	120	71	1083	92	138	280	80	198	300	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:	98	1015	120	71	1083	92	138	280	80	198	300	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1015	120	71	1083	92	138	280	80	198	300	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.:	98	1015	120	71	1083	92	138	280	80	198	300	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2798	802	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.07	0.04	0.30	0.05	0.08	0.10	0.10	0.12	0.08	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.50	0.50	0.07	0.48	0.48	0.17	0.16	0.16	0.19	0.18	0.18
Volume/Cap:	0.62	0.56	0.13	0.56	0.62	0.11	0.48	0.62	0.62	0.62	0.48	0.10
Delay/Veh:	51.4	17.9	13.5	50.6	19.9	14.2	38.6	41.3	41.3	41.4	37.7	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	17.9	13.5	50.6	19.9	14.2	38.6	41.3	41.3	41.4	37.7	34.8
LOS by Move:	D	B	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	4	12	2	3	13	2	5	6	6	7	5	1

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:25 Page 140-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 49 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	75	693	400	79	926	135	196	865	108	344	672	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	169	0	0	12	0	80	55	3	40	0	3	12
Initial Fut:	244	693	400	91	926	215	251	868	148	344	675	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:	244	693	400	91	926	215	251	868	148	344	675	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	693	400	91	926	215	251	868	148	344	675	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.:	244	693	400	91	926	215	251	868	148	344	675	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.56	0.44	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	4613	787	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.22	0.05	0.17	0.12	0.15	0.19	0.19	0.11	0.19	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.36	0.36	0.09	0.25	0.25	0.21	0.31	0.31	0.17	0.27	0.27
Volume/Cap:	0.70	0.35	0.61	0.61	0.70	0.48	0.70	0.62	0.62	0.62	0.70	0.18
Delay/Veh:	50.2	27.9	32.8	59.8	42.8	39.5	49.6	36.3	36.3	47.8	41.7	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	27.9	32.8	59.8	42.8	39.5	49.6	36.3	36.3	47.8	41.7	33.8
LOS by Move:	D	C	C	E	D	D	D	D	D	D	D	C
HCM2kAvgQ:	10	6	13	5	12	7	11	12	12	8	13	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	49	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	182	940	14	138	1171	365	310	271	82	12	321	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	14	0	107	40	0	0	0	881	59	80	660	169
Initial Fut:	196	940	121	178	1171	365	310	1152	141	92	981	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	940	121	178	1171	365	310	1152	141	92	981	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	940	121	178	1171	365	310	1152	141	92	981	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	196	940	121	178	1171	365	310	1152	141	92	981	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.07	0.06	0.22	0.20	0.10	0.32	0.08	0.03	0.27	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.30	0.30	0.10	0.31	0.31	0.14	0.49	0.49	0.04	0.39	0.39
Volume/Cap:	0.69	0.57	0.22	0.57	0.69	0.65	0.69	0.66	0.16	0.66	0.69	0.44
Delay/Veh:	60.4	35.7	31.4	54.4	37.5	38.2	53.9	24.0	17.1	67.1	31.9	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	35.7	31.4	54.4	37.5	38.2	53.9	24.0	17.1	67.1	31.9	27.2
LOS by Move:	E	D	C	D	D	D	D	C	B	E	C	C
HCM2kAvgQ:	6	11	3	5	14	13	8	17	3	3	17	9

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.4
Optimal Cycle:	36	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	25	365	120	174	363	50	80	644	15	138	770	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	206	0	0	219	0
Initial Fut:	25	365	120	174	363	50	80	850	15	138	989	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	365	120	174	363	50	80	850	15	138	989	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	365	120	174	363	50	80	850	15	138	989	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	365	120	174	363	50	80	850	15	138	989	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3160	440	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.07	0.10	0.11	0.11	0.05	0.24	0.01	0.08	0.27	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.18	0.18	0.18	0.32	0.32	0.08	0.42	0.42	0.14	0.48	0.48
Volume/Cap:	0.36	0.57	0.37	0.57	0.36	0.36	0.57	0.57	0.02	0.57	0.57	0.26
Delay/Veh:	49.9	38.7	36.8	39.8	26.4	26.4	49.9	22.8	17.2	43.0	19.3	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	38.7	36.8	39.8	26.4	26.4	49.9	22.8	17.2	43.0	19.3	15.7
LOS by Move:	D	D	D	D	C	C	D	C	B	D	B	B
HCM2kAvgQ:	1	6	4	6	5	5	4	11	0	5	12	4

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:25 Page 143-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Split Phase			Split Phase			Permitted						Permitted					
Rights:		Include			Include			Include						Include				
Min. Green:	0	0	0	0	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03						
Initial Bse:	7	16	14	217	18	83	66	809	4	16	834	151						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
APPRVD PROJ:	0	0	0	0	0	0	0	43	0	0	43	0						
Initial Fut:	7	16	14	217	18	83	66	852	4	16	877	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:	7	16	14	217	18	83	66	852	4	16	877	151						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	7	16	14	217	18	83	66	852	4	16	877	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.:	7	16	14	217	18	83	66	852	4	16	877	151						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95						
Lanes:	0.19	0.43	0.38	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00						
Final Sat.:	341	778	681	1666	134	1800	1700	3600	1800	1700	3600	1800						
Capacity Analysis Module:																		
Vol/Sat:	0.02	0.02	0.02	0.13	0.13	0.05	0.04	0.24	0.00	0.01	0.24	0.08						
Crit Moves:		****		****							****							
Green/Cycle:	0.05	0.05	0.05	0.31	0.31	0.31	0.58	0.58	0.58	0.58	0.58	0.58						
Volume/Cap:	0.42	0.42	0.42	0.42	0.42	0.15	0.07	0.41	0.00	0.02	0.42	0.15						
Delay/Veh:	49.2	49.2	49.2	27.9	27.9	25.1	9.2	11.7	8.9	8.9	11.8	9.7						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	49.2	49.2	49.2	27.9	27.9	25.1	9.2	11.7	8.9	8.9	11.8	9.7						
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	A						
HCM2kAvgQ:	2	2	2	6	6	2	1	8	0	0	8	2						

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:		Include			Include			Include						Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03						
Initial Bse:	101	142	60	88	102	34	69	1199	107	74	1443	29						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
APPRVD PROJ:	0	0	0	0	0	0	0	43	0	0	43	0						
Initial Fut:	101	142	60	88	102	34	69	1242	107	74	1486	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:	101	142	60	88	102	34	69	1242	107	74	1486	29						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	101	142	60	88	102	34	69	1242	107	74	1486	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.:	101	142	60	88	102	34	69	1242	107	74	1486	29						
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95						
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	2.94	0.06						
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4971	429	1700	5297	103						
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.08	0.03	0.05	0.06	0.02	0.04	0.25	0.25	0.04	0.28	0.28						
Crit Moves:		****									****							
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.75	0.75	0.75	0.75	0.75	0.75						
Volume/Cap:	0.28	0.37	0.16	0.24	0.27	0.09	0.05	0.33	0.33	0.06	0.37	0.37						
Delay/Veh:	33.5	34.4	32.4	33.2	33.4	31.8	3.3	4.2	4.2	3.3	4.4	4.4						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	33.5	34.4	32.4	33.2	33.4	31.8	3.3	4.2	4.2	3.3	4.4	4.4						
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A						
HCM2kAvgQ:	3	4	2	3	3	1	1	5	5	1	6	6						

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.9
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 << 1300-1400												
Base Vol:	64	24	131	9	21	6	13	1177	87	92	941	28
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	66	25	135	9	22	6	13	1213	90	95	970	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	296	0	0	239	0
Initial Fut:	66	25	135	9	22	6	13	1509	90	95	1209	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:	66	25	135	9	22	6	13	1509	90	95	1209	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	25	135	9	22	6	13	1509	90	95	1209	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.:	66	25	135	9	22	6	13	1509	90	95	1209	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1700	1800	1800	540	1260	1800	1700	3600	1800	1700	3516	84
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.07	0.02	0.02	0.00	0.01	0.42	0.05	0.06	0.34	0.34
Crit Moves:			****					****				
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.81	0.81	0.81	0.81	0.81	0.81
Volume/Cap:	0.27	0.09	0.51	0.12	0.12	0.02	0.01	0.51	0.06	0.07	0.42	0.42
Delay/Veh:	38.5	37.2	41.2	37.3	37.3	36.7	1.7	3.1	1.8	1.8	2.7	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	37.2	41.2	37.3	37.3	36.7	1.7	3.1	1.8	1.8	2.7	2.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	1	5	1	1	0	0	8	1	1	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	30.6
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	93	340	64	240	377	95	173	790	86	101	754	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	8	0	0	7	0	0	4	0	0	3	0
Initial Fut:	93	348	64	240	384	95	173	794	86	101	757	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:	93	348	64	240	384	95	173	794	86	101	757	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	348	64	240	384	95	173	794	86	101	757	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.:	93	348	64	240	384	95	173	794	86	101	757	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3042	558	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.14	0.11	0.05	0.10	0.22	0.05	0.06	0.21	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.14	0.19	0.19	0.23	0.27	0.27	0.16	0.40	0.40	0.11	0.34	0.34
Volume/Cap:	0.39	0.62	0.62	0.62	0.39	0.19	0.62	0.55	0.12	0.55	0.62	0.26
Delay/Veh:	40.2	39.2	39.2	37.6	29.8	28.0	42.9	23.7	19.1	46.0	28.5	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	39.2	39.2	37.6	29.8	28.0	42.9	23.7	19.1	46.0	28.5	24.0
LOS by Move:	D	D	D	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	3	7	7	8	5	2	6	10	2	4	11	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.213
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0 1	0	1	1 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1300-1400												
Base Vol:	40	292	35	34	377	20	26	111	36	28	121	61
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	41	301	36	35	388	21	27	114	37	29	125	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	8	0	0	7	0	0	0	0	0	0	0
Initial Fut:	41	309	36	35	395	21	27	114	37	29	125	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:	41	309	36	35	395	21	27	114	37	29	125	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	309	36	35	395	21	27	114	37	29	125	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.:	41	309	36	35	395	21	27	114	37	29	125	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.24	1.76	1.00	0.16	1.84	1.00	0.19	0.81	1.00	0.19	0.81	1.00
Final Sat.:	424	3176	1800	293	3307	1800	342	1458	1800	338	1462	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.12	0.12	0.01	0.08	0.08	0.02	0.09	0.09	0.03
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.17	0.17	0.04	0.21	0.21	0.02	0.20	0.20	0.05	0.21	0.21	0.09
Delay/Veh:	10.7	10.7	9.9	11.0	11.0	9.8	19.7	19.7	18.4	19.8	19.8	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	9.9	11.0	11.0	9.8	19.7	19.7	18.4	19.8	19.8	18.7
LOS by Move:	B	B	A	B	B	A	B	B	B	B	B	B
HCM2kAvgQ:	3	3	1	3	3	0	3	3	1	3	3	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	2 1 0	1	0	2 1 0
Volume Module: >> Count Date: 7 Apr 2005 << 1245-1345												
Base Vol:	90	383	120	67	287	58	45	771	54	121	740	78
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	93	395	124	69	296	60	46	794	56	125	762	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	8	0	0	7	0	0	1	0	0	1	0
Initial Fut:	93	403	124	69	303	60	46	795	56	125	763	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:	93	403	124	69	303	60	46	795	56	125	763	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	403	124	69	303	60	46	795	56	125	763	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.:	93	403	124	69	303	60	46	795	56	125	763	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.80	0.20	1.00	2.71	0.29
Final Sat.:	1700	3600	1800	1700	3006	594	1700	5047	353	1700	4886	514
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.07	0.04	0.10	0.10	0.03	0.16	0.16	0.07	0.16	0.16
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.27	0.27	0.10	0.24	0.24	0.08	0.38	0.38	0.17	0.47	0.47
Volume/Cap:	0.42	0.41	0.25	0.41	0.42	0.42	0.33	0.42	0.42	0.42	0.33	0.33
Delay/Veh:	41.3	30.2	28.8	44.0	32.5	32.5	44.8	23.3	23.3	37.7	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	30.2	28.8	44.0	32.5	32.5	44.8	23.3	23.3	37.7	16.8	16.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	3	6	3	3	5	5	2	7	7	4	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module: >> Count Date: 6 Apr 2005 << 1215-1315																
Base Vol:	72	296	88		85	337	63		53	214	53		115	253	72	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	74	305	91		88	347	65		55	220	55		118	261	74	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	8	0		0	7	0		0	0	0		0	0	0	
Initial Fut:	74	313	91		88	354	65		55	220	55		118	261	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:	74	313	91		88	354	65		55	220	55		118	261	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	313	91		88	354	65		55	220	55		118	261	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.:	74	313	91		88	354	65		55	220	55		118	261	74	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.55	0.45		1.00	1.69	0.31		1.00	1.60	0.40		1.00	1.56	0.44	
Final Sat.:	1700	2791	809		1700	3042	558		1700	2885	715		1700	2802	798	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.11	0.11		0.05	0.12	0.12		0.03	0.08	0.08		0.07	0.09	0.09	
Crit Moves:						****								****		
Green/Cycle:	0.53	0.53	0.53		0.53	0.53	0.53		0.43	0.43	0.43		0.43	0.43	0.43	
Volume/Cap:	0.08	0.21	0.21		0.10	0.22	0.22		0.08	0.18	0.18		0.16	0.22	0.22	
Delay/Veh:	11.4	12.3	12.3		11.5	12.4	12.4		17.0	17.9	17.9		17.8	18.2	18.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	11.4	12.3	12.3		11.5	12.4	12.4		17.0	17.9	17.9		17.8	18.2	18.2	
LOS by Move:	B	B	B		B	B	B		B	B	B		B	B	B	
HCM2kAvgQ:	1	3	3		1	4	4		1	3	3		2	3	3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	99	254	180		94	322	105		125	851	111		120	711	62	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	1	8	1		0	7	0		0	87	1		1	62	0	
Initial Fut:	100	262	181		94	329	105		125	938	112		121	773	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:	100	262	181		94	329	105		125	938	112		121	773	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	100	262	181		94	329	105		125	938	112		121	773	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.:	100	262	181		94	329	105		125	938	112		121	773	62	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	2.00	2.00	1.00		1.00	1.52	0.48		1.00	3.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	3600	1800		1700	2729	871		1700	5400	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.10		0.06	0.12	0.12		0.07	0.17	0.06		0.07	0.21	0.03	
Crit Moves:			****		****				****					****		
Green/Cycle:	0.06	0.20	0.20		0.11	0.25	0.25		0.15	0.41	0.41		0.17	0.44	0.44	
Volume/Cap:	0.48	0.36	0.49		0.49	0.48	0.48		0.48	0.42	0.15		0.42	0.49	0.08	
Delay/Veh:	46.9	34.5	36.3		43.8	32.3	32.3		40.6	20.9	18.4		38.1	20.5	16.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.9	34.5	36.3		43.8	32.3	32.3		40.6	20.9	18.4		38.1	20.5	16.6	
LOS by Move:	D	C	D		D	C	C		D	C	B		D	C	B	
HCM2kAvgQ:	2	4	6		4	6	6		4	7	2		4	9	1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.6
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1351	147	70	625	0	0	0	0	69	0	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	8	0	0	7	0	0	0	0	0	0	0
Initial Fut:	0	1359	147	70	632	0	0	0	0	69	0	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:	0	1359	147	70	632	0	0	0	0	69	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1359	147	70	632	0	0	0	0	69	0	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.:	0	1359	147	70	632	0	0	0	0	69	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.08	0.04	0.18	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Moves:		****								****		
Green/Cycle:	0.00	0.85	0.85	0.85	0.85	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.44	0.10	0.05	0.21	0.00	0.00	0.00	0.00	0.44	0.00	0.19
Delay/Veh:	0.0	1.9	1.3	1.2	1.4	0.0	0.0	0.0	0.0	45.1	0.0	42.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	1.3	1.2	1.4	0.0	0.0	0.0	0.0	45.1	0.0	42.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	6	1	0	2	0	0	0	0	3	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.141
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	70.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	37	617	57	39	544	126	812	366	82	148	98	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	8	0	0	7	0	0	1028	0	0	909	0
Initial Fut:	37	625	57	39	551	126	812	1394	82	148	1007	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:	37	625	57	39	551	126	812	1394	82	148	1007	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	625	57	39	551	126	812	1394	82	148	1007	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.:	37	625	57	39	551	126	812	1394	82	148	1007	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2931	669	3200	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.03	0.02	0.19	0.19	0.25	0.77	0.05	0.09	0.28	0.04
Crit Moves:					****			****		****		
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.36	0.68	0.68	0.08	0.40	0.40
Volume/Cap:	0.13	1.05	0.19	0.14	1.14	1.14	0.71	1.14	0.07	1.14	0.71	0.09
Delay/Veh:	35.9	93.7	36.3	35.9	124	124.1	29.5	89.7	5.4	167.9	27.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	93.7	36.3	35.9	124	124.1	29.5	89.7	5.4	167.9	27.0	19.0
LOS by Move:	D	F	D	D	F	F	C	F	A	F	C	B
HCM2kAvgQ:	1	17	2	1	20	20	14	70	1	11	15	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.207
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
Optimal Cycle:	14	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1230-1330												
Base Vol:	108	471	18	56	469	54	64	42	82	52	18	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	111	485	19	58	483	56	66	43	84	54	19	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	3	0	0	3	4	5	0	1	0	0	0
Initial Fut:	112	488	19	58	486	60	71	43	85	54	19	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:	112	488	19	58	486	60	71	43	85	54	19	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	488	19	58	486	60	71	43	85	54	19	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.:	112	488	19	58	486	60	71	43	85	54	19	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	0.38	1.00	0.74	0.26	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1118	682	1800	1337	463	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.01	0.03	0.14	0.03	0.06	0.06	0.05	0.04	0.04	0.02
Crit Moves:		****						****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.10	0.21	0.02	0.05	0.21	0.05	0.21	0.21	0.16	0.13	0.13	0.06
Delay/Veh:	6.4	7.0	6.1	6.2	7.0	6.2	25.9	25.9	25.4	25.2	25.2	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.4	7.0	6.1	6.2	7.0	6.2	25.9	25.9	25.4	25.2	25.2	24.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	0	1	3	1	3	3	2	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.466
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.5
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: 24 Mar 2005 << 1300-1400												
Base Vol:	31	0	84	0	0	0	0	406	41	50	427	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	0	87	0	0	0	0	418	42	52	440	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	1020	0	0	629	0
Initial Fut:	32	0	87	0	0	0	0	1438	42	52	1069	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	0	87	0	0	0	0	1438	42	52	1069	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	87	0	0	0	0	1438	42	52	1069	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	0	87	0	0	0	0	1438	42	52	1069	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.40	0.02	0.03	0.30	0.00
Crit Moves:			****					****				
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.86	0.86	0.86	0.86	0.00
Volume/Cap:	0.18	0.00	0.47	0.00	0.00	0.00	0.00	0.47	0.03	0.04	0.35	0.00
Delay/Veh:	41.5	0.0	44.1	0.0	0.0	0.0	0.0	1.8	1.1	1.1	1.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	0.0	44.1	0.0	0.0	0.0	0.0	1.8	1.1	1.1	1.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	3	0	0	0	0	6	0	0	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.9
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	59	0	58	49	1085	0	0	1304	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	213	0	0	225	0
Initial Fut:	0	0	0	59	0	58	49	1298	0	0	1529	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:	0	0	0	59	0	58	49	1298	0	0	1529	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	0	58	49	1298	0	0	1529	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.:	0	0	0	59	0	58	49	1298	0	0	1529	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.03	0.36	0.00	0.00	0.42	0.04
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.07	0.00	0.07	0.89	0.89	0.00	0.00	0.89	0.89
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.44	0.03	0.41	0.00	0.00	0.48	0.05
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	46.9	0.7	1.1	0.0	0.0	1.2	0.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	46.9	0.7	1.1	0.0	0.0	1.2	0.7
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	0	4	0	0	5	0

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.1
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	111	30	67	201	15	84	69	904	44	132	1180	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	7	7	0	0	0	126	0	7	163	7
Initial Fut:	111	30	74	208	15	84	69	1030	44	139	1343	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:	111	30	74	208	15	84	69	1030	44	139	1343	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	30	74	208	15	84	69	1030	44	139	1343	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.:	111	30	74	208	15	84	69	1030	44	139	1343	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.04	0.12	0.01	0.05	0.04	0.19	0.02	0.04	0.25	0.05
Crit Moves:				****			****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.09	0.54	0.54	0.12	0.57	0.57
Volume/Cap:	0.23	0.06	0.15	0.44	0.03	0.17	0.44	0.35	0.05	0.35	0.44	0.10
Delay/Veh:	28.0	26.5	27.2	30.2	26.2	27.4	44.8	13.3	11.0	40.8	12.5	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	26.5	27.2	30.2	26.2	27.4	44.8	13.3	11.0	40.8	12.5	9.9
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	A
HCM2kAvgQ:	3	1	2	6	0	2	3	6	1	3	8	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.1
Optimal Cycle:	42	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	126	744	307	249	645	118	133	750	75	276	718	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	13	0	0	12	0	0	1	0	0	1	0
Initial Fut:	126	757	307	249	657	118	133	751	75	276	719	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:	126	757	307	249	657	118	133	751	75	276	719	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	757	307	249	657	118	133	751	75	276	719	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.:	126	757	307	249	657	118	133	751	75	276	719	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5400	1800	1700	4119	1281
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.17	0.08	0.18	0.07	0.08	0.14	0.04	0.16	0.17	0.17
Crit Moves:		****			****			****			****	
Green/Cycle:	0.13	0.33	0.33	0.12	0.32	0.32	0.15	0.22	0.22	0.26	0.33	0.33
Volume/Cap:	0.56	0.63	0.51	0.63	0.56	0.20	0.53	0.63	0.19	0.63	0.53	0.53
Delay/Veh:	52.1	34.9	33.0	53.3	34.1	29.5	49.4	43.5	38.3	42.5	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	34.9	33.0	53.3	34.1	29.5	49.4	43.5	38.3	42.5	33.0	33.0
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	13	10	6	11	3	6	10	2	11	10	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.5
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	133	1043	113	75	813	77	129	215	88	113	258	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	13	0	0	12	0	0	0	0	0	0	0
Initial Fut:	133	1056	113	75	825	77	129	215	88	113	258	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:	133	1056	113	75	825	77	129	215	88	113	258	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1056	113	75	825	77	129	215	88	113	258	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.:	133	1056	113	75	825	77	129	215	88	113	258	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2559	1041	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.06	0.04	0.23	0.04	0.08	0.08	0.08	0.07	0.07	0.04
Crit Moves:		****						****				
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.10	0.39	0.08	0.06	0.31	0.06	0.35	0.39	0.39	0.31	0.33	0.20
Delay/Veh:	3.5	4.7	3.5	3.4	4.3	3.4	34.0	34.1	34.1	33.6	33.5	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.7	3.5	3.4	4.3	3.4	34.0	34.1	34.1	33.6	33.5	32.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	1	1	4	1	4	4	4	3	4	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	253	975	184	150	939	434	319	577	340	214	594	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	13	0	0	12	0	0	1	0	0	1	0
Initial Fut:	253	988	184	150	951	434	319	578	340	214	595	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	988	184	150	951	434	319	578	340	214	595	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	988	184	150	951	434	319	578	340	214	595	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	253	988	184	150	951	434	319	578	340	214	595	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.06	0.94	2.00	3.00	1.00	2.00	2.21	0.79
Final Sat.:	3200	5400	1800	3200	3708	1692	3200	5400	1800	3200	3986	1414
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.10	0.05	0.26	0.26	0.10	0.11	0.19	0.07	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.43	0.58	0.11	0.41	0.41	0.16	0.25	0.37	0.15	0.24	0.24
Volume/Cap:	0.63	0.43	0.18	0.43	0.63	0.63	0.63	0.43	0.51	0.44	0.63	0.63
Delay/Veh:	52.8	24.3	12.1	50.8	28.7	28.7	49.6	38.3	29.7	47.0	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	24.3	12.1	50.8	28.7	28.7	49.6	38.3	29.7	47.0	41.9	41.9
LOS by Move:	D	C	B	D	C	C	D	D	C	D	D	D
HCM2kAvgQ:	6	9	3	3	15	15	7	6	10	5	10	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.1
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	65	1555	8	58	1053	111	151	0	23	54	0	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	291	13	0	0	12	0	0	0	400	0	0	0
Initial Fut:	356	1568	8	58	1065	111	151	0	423	54	0	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:	356	1568	8	58	1065	111	151	0	423	54	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	1568	8	58	1065	111	151	0	423	54	0	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.:	356	1568	8	58	1065	111	151	0	423	54	0	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1800	0	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.29	0.00	0.03	0.20	0.06	0.08	0.00	0.23	0.03	0.00	0.03
Crit Moves:	****				****				****			
Green/Cycle:	0.31	0.53	0.53	0.06	0.29	0.29	0.34	0.00	0.34	0.34	0.00	0.34
Volume/Cap:	0.68	0.54	0.01	0.54	0.68	0.21	0.24	0.00	0.68	0.09	0.00	0.07
Delay/Veh:	34.1	15.5	10.9	51.2	32.7	27.1	23.7	0.0	31.2	22.3	0.0	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	15.5	10.9	51.2	32.7	27.1	23.7	0.0	31.2	22.3	0.0	22.1
LOS by Move:	C	B	B	D	C	C	C	A	C	C	A	C
HCM2kAvgQ:	12	11	0	3	11	3	4	0	13	1	0	1

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:28 Page 161-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.836
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 328.4
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	46	823	68	40	870	126	853	366	81	158	96	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	146	0	0	195	0	0	1028	0	0	909	0
Initial Fut:	46	969	68	40	1065	126	853	1394	81	158	1005	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:	46	969	68	40	1065	126	853	1394	81	158	1005	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	969	68	40	1065	126	853	1394	81	158	1005	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.:	46	969	68	40	1065	126	853	1394	81	158	1005	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.68	0.32	1.00	1.00	1.00	0.13	0.82	0.05
Final Sat.:	1700	3600	1800	1700	4830	570	1700	1800	1800	231	1472	97
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.04	0.02	0.22	0.22	0.50	0.77	0.05	0.68	0.68	0.68
Crit Moves:		****						****			****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.42	0.42	0.42	0.37	0.37	0.37
Volume/Cap:	0.19	1.84	0.26	0.16	1.50	1.50	1.19	1.84	0.11	1.84	1.84	1.84
Delay/Veh:	37.8	426	38.4	37.6	276	275.7	120.0	408	17.6	413.5	413	413.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	426	38.4	37.6	276	275.7	120.0	408	17.6	413.5	413	413.5
LOS by Move:	D	F	D	D	F	F	F	F	B	F	F	F
HCM2kAvgQ:	1	45	2	1	32	32	50	127	2	112	112	112

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:29 Page 162-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	77	912	59	47	831	73	125	990	47	131	1005	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	146	0	0	195	0	0	296	0	0	239	0
Initial Fut:	77	1058	59	47	1026	73	125	1286	47	131	1244	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:	77	1058	59	47	1026	73	125	1286	47	131	1244	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1058	59	47	1026	73	125	1286	47	131	1244	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.:	77	1058	59	47	1026	73	125	1286	47	131	1244	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.03	0.03	0.19	0.04	0.07	0.24	0.03	0.08	0.23	0.03
Crit Moves:		****						****			****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.59	0.12	0.38	0.38	0.12	0.38	0.38
Volume/Cap:	0.10	0.63	0.07	0.06	0.41	0.07	0.61	0.63	0.07	0.63	0.61	0.07
Delay/Veh:	17.9	25.0	17.7	17.6	21.2	10.7	55.2	31.1	23.9	56.2	30.5	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	25.0	17.7	17.6	21.2	10.7	55.2	31.1	23.9	56.2	30.5	23.8
LOS by Move:	B	C	B	B	C	B	E	C	C	E	C	C
HCM2kAvgQ:	2	16	1	1	9	1	6	14	1	6	13	1

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:29 Page 163-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.6
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:	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03
Initial Bse:	74	940			74	16	892			41	87	114			108	22	54			22
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
APPRVD PROJ:	0	146			0	0	195			0	0	0			0	0	0			0
Initial Fut:	74	1086			74	16	1087			41	87	114			108	22	54			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:	74	1086			74	16	1087			41	87	114			108	22	54			22
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	74	1086			74	16	1087			41	87	114			108	22	54			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.:	74	1086			74	16	1087			41	87	114			108	22	54			22
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.89	0.95			0.95	0.89	0.95			0.95	0.95	0.95			0.95	0.95	0.95			0.95
Lanes:	1.00	2.00			1.00	1.00	2.89			0.11	0.43	0.57			1.00	0.22	0.56			0.22
Final Sat.:	1700	3600			1800	1700	5203			197	775	1025			1800	402	996			402
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.30			0.04	0.01	0.21			0.21	0.11	0.11			0.06	0.05	0.05			0.05
Crit Moves:		****										****								
Green/Cycle:	0.70	0.70			0.70	0.70	0.70			0.70	0.26	0.26			0.26	0.26	0.26			0.26
Volume/Cap:	0.06	0.43			0.06	0.01	0.30			0.30	0.43	0.43			0.23	0.21	0.21			0.21
Delay/Veh:	4.7	6.5			4.7	4.5	5.7			5.7	31.5	31.5			29.4	29.2	29.2			29.2
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	4.7	6.5			4.7	4.5	5.7			5.7	31.5	31.5			29.4	29.2	29.2			29.2
LOS by Move:	A	A			A	A	A			A	C	C			C	C	C			C
HCM2kAvgQ:	1	8			1	0	5			5	6	6			3	2	2			2

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

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EXWP-MID WKDAY Mon Nov 20, 2006 14:13:29 Page 164-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					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:	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03
Initial Bse:	146	769			117	174	665			118	90	660			67	122	1047			160
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
APPRVD PROJ:	1	143			0	0	192			3	3	124			1	0	115			0
Initial Fut:	147	912			117	174	857			121	93	784			68	122	1162			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:	147	912			117	174	857			121	93	784			68	122	1162			160
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	147	912			117	174	857			121	93	784			68	122	1162			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.:	147	912			117	174	857			121	93	784			68	122	1162			160
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.89	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95
Lanes:	1.00	2.00			1.00	1.00	2.00			1.00	1.00	2.00			1.00	1.00	2.00			1.00
Final Sat.:	1700	3600			1800	1700	3600			1800	1700	3600			1800	1700	3600			1800
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.25			0.07	0.10	0.24			0.07	0.05	0.22			0.04	0.07	0.32			0.09
Crit Moves:		****															****			
Green/Cycle:	0.43	0.43			0.43	0.43	0.43			0.43	0.54	0.54			0.54	0.54	0.54			0.54
Volume/Cap:	0.20	0.60			0.15	0.24	0.56			0.16	0.10	0.40			0.07	0.13	0.60			0.16
Delay/Veh:	21.9	27.2			21.3	22.3	26.5			21.4	13.4	16.3			13.1	13.6	19.1			13.9
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	21.9	27.2			21.3	22.3	26.5			21.4	13.4	16.3			13.1	13.6	19.1			13.9
LOS by Move:	C	C			C	C	C			C	B	B			B	B	B			B
HCM2kAvgQ:	4	14			3	4	13			3	2	9			1	2	15			3

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:29 Page 165-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	77	1030	23	28	858	43	62	32	36	14	62	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	144	0	0	193	0	0	0	0	0	0	0
Initial Fut:	77	1174	23	28	1051	43	62	32	36	14	62	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:	77	1174	23	28	1051	43	62	32	36	14	62	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1174	23	28	1051	43	62	32	36	14	62	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.:	77	1174	23	28	1051	43	62	32	36	14	62	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.48	0.24	0.28	0.14	0.58	0.28
Final Sat.:	1700	3600	1800	1700	3600	1800	857	443	500	245	1049	507
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.01	0.02	0.29	0.02	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.06	0.41	0.02	0.02	0.37	0.03	0.41	0.41	0.41	0.34	0.34	0.34
Delay/Veh:	2.4	3.5	2.3	2.3	3.3	2.4	37.7	37.7	37.7	36.9	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.5	2.3	2.3	3.3	2.4	37.7	37.7	37.7	36.9	36.9	36.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	6	0	0	5	0	4	4	4	3	3	3

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:29 Page 166-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	181	1042	80	87	822	13	76	285	164	224	330	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	144	0	0	193	0	0	0	0	0	0	0
Initial Fut:	181	1186	80	87	1015	13	76	285	164	224	330	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:	181	1186	80	87	1015	13	76	285	164	224	330	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1186	80	87	1015	13	76	285	164	224	330	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.:	181	1186	80	87	1015	13	76	285	164	224	330	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.04	0.05	0.28	0.01	0.04	0.08	0.09	0.13	0.09	0.04
Crit Moves:		****									****	
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.16	0.48	0.07	0.07	0.41	0.01	0.16	0.29	0.33	0.48	0.33	0.16
Delay/Veh:	5.6	7.5	5.2	5.2	7.0	5.0	27.8	28.8	29.4	31.1	29.2	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.6	7.5	5.2	5.2	7.0	5.0	27.8	28.8	29.4	31.1	29.2	27.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	9	1	1	7	0	2	4	4	7	4	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #166 Western Ave/Plaza Del Amo

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: F[65.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 2	0	1	1 0 2	0	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	14	1324	9	20	1238	10	3	0	10	5	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	144	0	0	193	0	0	0	0	0	0	0
Initial Fut:	14	1468	9	20	1431	10	3	0	10	5	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:	14	1468	9	20	1431	10	3	0	10	5	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	14	1468	9	20	1431	10	3	0	10	5	0	50
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	xxxx	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	1442	xxxx	xxxxx	1477	xxxx	xxxxx	2233	xxxx	716	2252	xxxx	734
Potent Cap.:	477	xxxx	xxxxx	462	xxxx	xxxxx	24	xxxx	377	23	xxxx	367
Move Cap.:	477	xxxx	xxxxx	462	xxxx	xxxxx	20	xxxx	377	21	xxxx	367
Volume/Cap:	0.03	xxxx	xxxx	0.04	xxxx	xxxx	0.16	xxxx	0.03	0.24	xxxx	0.14
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.8	xxxx	xxxxx	13.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	72	xxxxx	xxxx	147	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	65.7	xxxxx	xxxxx	43.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			65.7			43.6		
ApproachLOS:	*			*			F			E		

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:29 Page 168-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.8
Optimal Cycle: 110 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	R	L	-	T	R	L	-	T	R	L	-	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module: >> Count Date: 12 Apr 2005 << 1245-1345																
Base Vol:	166	810	173		265	640	182		296	1109	93		303	1147	288	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	171	835	178		273	659	188		305	1143	96		312	1182	297	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	4	134	0		0	184	9		10	56	5		0	62	0	
Initial Fut:	175	969	178		273	843	197		315	1199	101		312	1244	297	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	969	178		273	843	197		315	1199	101		312	1244	297	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	969	178		273	843	197		315	1199	101		312	1244	297	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	969	178		273	843	197		315	1199	101		312	1244	297	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.53	0.47		1.00	2.43	0.57		1.00	2.77	0.23		1.00	2.42	0.58	
Final Sat.:	1700	4561	839		1700	4380	1020		1700	4981	419		1700	4360	1040	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.21		0.16	0.19	0.19		0.19	0.24	0.24		0.18	0.29	0.29	
Crit Moves:		****				****				****					****	
Green/Cycle:	0.14	0.23	0.23		0.18	0.27	0.27		0.21	0.30	0.30		0.23	0.32	0.32	
Volume/Cap:	0.72	0.90	0.90		0.90	0.72	0.72		0.90	0.81	0.81		0.81	0.90	0.90	
Delay/Veh:	58.7	53.9	53.9		76.9	41.5	41.5		72.3	42.6	42.6		56.7	46.5	46.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	58.7	53.9	53.9		76.9	41.5	41.5		72.3	42.6	42.6		56.7	46.5	46.5	
LOS by Move:	E	D	D		E	D	D		E	D	D		E	D	D	
HCM2kAvgQ:	8	18	18		14	13	13		16	18	18		14	23	23	

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

EXWP-MID WKDAY Mon Nov 20, 2006 14:13:29 Page 169-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: E[39.6]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 12 May 2005 << 1200-1300																								
Base Vol:	73	838		1			20	840		17			18		1		68		2		1		28	
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	75	863		1			21	865		18			19		1		70		2		1		29	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	0	138		0			0	189		0			0		0		0		0		0		0	
Initial Fut:	75	1001		1			21	1054		18			19		1		70		2		1		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	1001		1			21	1054		18			19		1		70		2		1		29	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	75	1001		1			21	1054		18			19		1		70		2		1		29	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	6.5		6.9			7.5	6.5		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	4.0		3.3			3.5	4.0		3.3		
Capacity Module:																								
Cnflict Vol:	1072	xxxx	xxxxx				1002	xxxx	xxxxx				1747	2249		527			1721	2265		501		
Potent Cap.:	658	xxxx	xxxxx				699	xxxx	xxxxx				56	42		501			59	41		521		
Move Cap.:	658	xxxx	xxxxx				699	xxxx	xxxxx				46	36		501			44	35		521		
Volume/Cap:	0.11	xxxx	xxxx				0.03	xxxx	xxxx				0.40	0.03		0.14			0.05	0.03		0.06		
Level Of Service Module:																								
2Way95thQ:	0.4	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx		0.5			xxxx	xxxx		0.2		
Control Del:	11.2	xxxx	xxxxx				10.3	xxxx	xxxxx				xxxxx	xxxx		13.4			xxxxx	xxxx		12.3		
LOS by Move:	B	*	*				B	*	*				*	*		B			*	*		B		
Movement:	LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				46	xxxx	xxxxx				41	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				1.5	xxxx	xxxxx				0.2	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				133.6	xxxx	xxxxx				100.3	xxxx	xxxxx			
Shared LOS:	*	*	*				*	*	*				F	*	*				F	*	*			
ApproachDel:	xxxxxx						xxxxxx						39.6						20.8					
ApproachLOS:	*						*						E						C					

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0		0			0	0		0			0	0		0			0	0		0		
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 11 May 2005 << 1215-1315																								
Base Vol:	67	7		76			22	2		26			24	989		70			67	1057		22		
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	69	7		78			23	2		27			25	1019		72			69	1089		23		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	0	0		0			0	0		0			0	4		0			0	3		0		
Initial Fut:	69	7		78			23	2		27			25	1023		72			69	1092		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:	69	7		78			23	2		27			25	1023		72			69	1092		23		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	69	7		78			23	2		27			25	1023		72			69	1092		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.:	69	7		78			23	2		27			25	1023		72			69	1092		23		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.91	0.09		1.00			0.92	0.08		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	1630	170		1800			1650	150		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.04		0.04			0.01	0.01		0.01			0.01	0.28		0.04			0.04	0.30		0.01		
Crit Moves:		****																		****				
Green/Cycle:	0.12	0.12		0.12			0.12	0.12		0.12			0.84	0.84		0.84			0.84	0.84		0.84		
Volume/Cap:	0.36	0.36		0.37			0.12	0.12		0.13			0.02	0.34		0.05			0.05	0.36		0.01		
Delay/Veh:	41.7	41.7		41.8			39.7	39.7		39.8			1.3	1.8		1.3			1.3	1.9		1.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	41.7	41.7		41.8			39.7	39.7		39.8			1.3	1.8		1.3			1.3	1.9		1.3		
LOS by Move:	D	D		D			D	D		D			A	A		A			A	A		A		
HCM2kAvgQ:	3	3		3			1	1		1			0	4		0			0	4		0		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0	1	0	1 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	34	69	53	67	80	37	56	848	46	60	801	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	1	0	0	1	0
Initial Fut:	34	69	53	67	80	37	56	849	46	60	802	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:	34	69	53	67	80	37	56	849	46	60	802	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	69	53	67	80	37	56	849	46	60	802	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.:	34	69	53	67	80	37	56	849	46	60	802	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	594	1206	1800	818	982	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.08	0.08	0.02	0.03	0.24	0.03	0.04	0.22	0.03
Crit Moves:					****			****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.63	0.63	0.09	0.63	0.63
Volume/Cap:	0.26	0.26	0.13	0.38	0.38	0.09	0.35	0.38	0.04	0.38	0.35	0.05
Delay/Veh:	32.8	32.8	31.6	33.9	33.9	31.3	43.9	9.1	7.1	44.1	8.9	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	32.8	31.6	33.9	33.9	31.3	43.9	9.1	7.1	44.1	8.9	7.1
LOS by Move:	C	C	C	C	C	C	D	A	A	D	A	A
HCM2kAvgQ:	3	3	1	4	4	1	2	7	1	2	6	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKDAY PEAK HOUR

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.233
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	0	1	0	1	0	1	1	0
Volume Module: >> Count Date: 30 Mar 2005 << 1300-1400												
Base Vol:	10	58	70	77	64	75	23	364	43	36	433	71
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	10	60	72	79	66	77	24	375	44	37	446	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	60	72	79	66	77	24	375	44	37	446	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:	10	60	72	79	66	77	24	375	44	37	446	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	72	79	66	77	24	375	44	37	446	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.:	10	60	72	79	66	77	24	375	44	37	446	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.07	0.42	0.51	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.72	0.28
Final Sat.:	130	757	913	1700	1800	1800	1700	3220	380	1700	3093	507
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.05	0.04	0.04	0.01	0.12	0.12	0.02	0.14	0.14
Crit Moves:		****									****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.23	0.23	0.23	0.14	0.11	0.13	0.02	0.19	0.19	0.04	0.23	0.23
Delay/Veh:	23.9	23.9	23.9	23.0	22.7	22.9	7.3	8.2	8.2	7.4	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	23.9	23.9	23.0	22.7	22.9	7.3	8.2	8.2	7.4	8.5	8.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	2	1	2	0	3	3	0	4	4

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

Weekday PM Peak Hour

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.8
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	1	0		1	0	1	0	1		1	0	2	0	1		1	0	1	1	0	
Volume Module: >> Count Date: 12 Apr 2005 << 1700-1800																								
Base Vol:	67	17	50				26	23	91				47	1153	69				34	1054	11			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	69	18	52				27	24	94				48	1188	71				35	1086	11			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	2	0	6				0	0	0				0	137	1				2	170	0			
Initial Fut:	71	18	58				27	24	94				48	1325	72				37	1256	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:	71	18	58				27	24	94				48	1325	72				37	1256	11			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	71	18	58				27	24	94				48	1325	72				37	1256	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.:	71	18	58				27	24	94				48	1325	72				37	1256	11			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	0.23	0.77				1.00	1.00	1.00				1.00	2.00	1.00				1.00	1.98	0.02			
Final Sat.:	1700	420	1380				1700	1800	1800				1700	3600	1800				1700	3568	32			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.04	0.04				0.02	0.01	0.05				0.03	0.37	0.04				0.02	0.35	0.35			
Crit Moves:									****					****										
Green/Cycle:	0.12	0.12	0.12				0.12	0.12	0.12				0.84	0.84	0.84				0.84	0.84	0.84			
Volume/Cap:	0.35	0.35	0.35				0.13	0.11	0.44				0.03	0.44	0.05				0.03	0.42	0.42			
Delay/Veh:	41.6	41.5	41.5				39.7	39.6	42.4				1.3	2.1	1.3				1.3	2.0	2.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	41.6	41.5	41.5				39.7	39.6	42.4				1.3	2.1	1.3				1.3	2.0	2.0			
LOS by Move:	D	D	D				D	D	D				A	A	A				A	A	A			
HCM2kAvgQ:	3	3	3				1	1	3				0	6	0				0	5	5			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.396
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.4
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	0	2	1	0	
Volume Module: >> Count Date: 10 May 2005 << 1600-1700																								
Base Vol:	0	0	0				118	0	104				20	1322	0				0	1425	33			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	0	0	0				122	0	107				21	1362	0				0	1468	34			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	124	0				0	122	0			
Initial Fut:	0	0	0				122	0	107				21	1486	0				0	1590	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:	0	0	0				122	0	107				21	1486	0				0	1590	34			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	0	0				122	0	107				21	1486	0				0	1590	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.:	0	0	0				122	0	107				21	1486	0				0	1590	34			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.91	0.95				0.89	0.95	0.95			
Lanes:	0.00	0.00	0.00				2.00	0.00	1.00				1.00	3.00	0.00				0.00	2.94	0.06			
Final Sat.:	0	0	0				3200	0	1800				1700	5187	0				0	5287	113			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.04	0.00	0.06				0.01	0.29	0.00				0.00	0.30	0.30			
Crit Moves:									****				****							****				
Green/Cycle:	0.00	0.00	0.00				0.15	0.00	0.15				0.03	0.79	0.00				0.00	0.76	0.76			
Volume/Cap:	0.00	0.00	0.00				0.25	0.00	0.40				0.40	0.36	0.00				0.00	0.40	0.40			
Delay/Veh:	0.0	0.0	0.0				37.8	0.0	39.3				52.5	3.2	0.0				0.0	4.2	4.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0				37.8	0.0	39.3				52.5	3.2	0.0				0.0	4.2	4.2			
LOS by Move:	A	A	A				D	A	D				D	A	A				A	A	A			
HCM2kAvgQ:	0	0	0				2	0	3				1	5	0				0	6	6			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
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				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	93	0	14		0	0	0		0	1556	126		27	1134	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	3	0		0	5	0	
Initial Fut:	93	0	14		0	0	0		0	1559	126		27	1139	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:	93	0	14		0	0	0		0	1559	126		27	1139	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	0	14		0	0	0		0	1559	126		27	1139	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.:	93	0	14		0	0	0		0	1559	126		27	1139	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1700	0	1800		0	0	0		0	3600	1800		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.01		0.00	0.00	0.00		0.00	0.43	0.07		0.02	0.32	0.00	
Crit Moves:	****									****						
Green/Cycle:	0.11	0.00	0.11		0.00	0.00	0.00		0.00	0.85	0.85		0.85	0.85	0.00	
Volume/Cap:	0.51	0.00	0.07		0.00	0.00	0.00		0.00	0.51	0.08		0.02	0.37	0.00	
Delay/Veh:	44.5	0.0	40.3		0.0	0.0	0.0		0.0	2.1	1.2		1.1	1.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	44.5	0.0	40.3		0.0	0.0	0.0		0.0	2.1	1.2		1.1	1.7	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	4	0	0		0	0	0		0	7	1		0	4	0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
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				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	26	3	2		382	13	70		27	2292	8		11	1999	139	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	132	0		0	128	0	
Initial Fut:	26	3	2		382	13	70		27	2424	8		11	2127	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:	26	3	2		382	13	70		27	2424	8		11	2127	139	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	3	2		382	13	70		27	2424	8		11	2127	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.:	26	3	2		382	13	70		27	2424	8		11	2127	139	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.92	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.89	0.11	1.00		1.93	0.07	1.00		1.00	2.99	0.01		1.00	2.82	0.18	
Final Sat.:	1607	193	1800		3381	118	1800		1700	5382	18		1700	5069	331	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00		0.11	0.11	0.04		0.02	0.45	0.45		0.01	0.42	0.42	
Crit Moves:	****				****					****						
Green/Cycle:	0.03	0.03	0.03		0.18	0.18	0.18		0.73	0.73	0.73		0.73	0.73	0.73	
Volume/Cap:	0.62	0.62	0.04		0.62	0.62	0.21		0.02	0.62	0.62		0.01	0.57	0.57	
Delay/Veh:	70.5	70.5	47.9		39.4	39.4	35.0		3.7	6.9	6.9		3.7	6.5	6.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	70.5	70.5	47.9		39.4	39.4	35.0		3.7	6.9	6.9		3.7	6.5	6.5	
LOS by Move:	E	E	D		D	D	D		A	A	A		A	A	A	
HCM2kAvgQ:	2	2	0		7	7	2		0	13	13		0	12	12	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	43	32	74	45	34	68	99	1400	24	121	1511	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	12	0	15	15	112	0	0	92	12
Initial Fut:	43	32	74	57	34	83	114	1512	24	121	1603	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:	43	32	74	57	34	83	114	1512	24	121	1603	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	32	74	57	34	83	114	1512	24	121	1603	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.:	43	32	74	57	34	83	114	1512	24	121	1603	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.66	0.39	0.95	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	1700	1800	1800	1184	702	1714	1700	5187	1800	1700	5075	325
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.05	0.05	0.05	0.07	0.29	0.01	0.07	0.32	0.32
Crit Moves:					****			****			****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.15	0.67	0.67	0.16	0.69	0.69
Volume/Cap:	0.24	0.17	0.39	0.46	0.46	0.46	0.46	0.43	0.02	0.43	0.46	0.46
Delay/Veh:	41.7	41.1	43.1	42.9	42.9	42.9	40.4	7.7	5.5	38.8	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	41.1	43.1	42.9	42.9	42.9	40.4	7.7	5.5	38.8	7.2	7.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	1	3	3	3	3	4	8	0	4	8	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	11	22	17	80	7	56	47	961	23	62	924	65
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	23	18	82	7	58	48	990	24	64	952	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	3	0	0	5	0
Initial Fut:	11	23	18	82	7	58	48	993	24	64	957	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:	11	23	18	82	7	58	48	993	24	64	957	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	23	18	82	7	58	48	993	24	64	957	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.:	11	23	18	82	7	58	48	993	24	64	957	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.56	0.05	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	600	1200	1800	1007	88	705	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.08	0.08	0.08	0.03	0.28	0.01	0.04	0.27	0.04
Crit Moves:					****			****				
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.09	0.09	0.04	0.37	0.37	0.37	0.04	0.37	0.02	0.05	0.36	0.05
Delay/Veh:	31.1	31.1	30.8	33.8	33.8	33.8	3.5	4.7	3.4	3.5	4.7	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.1	30.8	33.8	33.8	33.8	3.5	4.7	3.4	3.5	4.7	3.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	4	4	4	0	6	0	1	6	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
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:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	499	0	245	0	0	0	0	1061	251	445	1107	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	66	0	66	0	0	0	0	4	77	77	2	0
Initial Fut:	565	0	311	0	0	0	0	1065	328	522	1109	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:	565	0	311	0	0	0	0	1065	328	522	1109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	0	311	0	0	0	0	1065	328	522	1109	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.:	565	0	311	0	0	0	0	1065	328	522	1109	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.65	0.00	1.35	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2887	0	2428	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.13	0.00	0.00	0.00	0.00	0.30	0.18	0.31	0.31	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.23	0.00	0.60	0.00	0.00	0.00	0.00	0.35	0.35	0.37	0.72	0.00
Volume/Cap:	0.84	0.00	0.21	0.00	0.00	0.00	0.00	0.84	0.52	0.84	0.43	0.00
Delay/Veh:	50.2	0.0	11.1	0.0	0.0	0.0	0.0	41.0	31.6	44.9	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	0.0	11.1	0.0	0.0	0.0	0.0	41.0	31.6	44.9	7.0	0.0
LOS by Move:	D	A	B	A	A	A	A	D	C	D	A	A
HCM2kAvgQ:	16	0	4	0	0	0	0	21	10	22	9	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	807	31	27	721	21	23	8	15	15	37	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	132	0	0	154	0	0	0	0	0	0	0
Initial Fut:	32	939	31	27	875	21	23	8	15	15	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:	32	939	31	27	875	21	23	8	15	15	37	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	939	31	27	875	21	23	8	15	15	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.:	32	939	31	27	875	21	23	8	15	15	37	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.73	0.27	1.00	0.29	0.71	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1320	480	1800	529	1271	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.02	0.02	0.24	0.01	0.02	0.02	0.01	0.03	0.03	0.01
Crit Moves:		****									****	
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.02	0.30	0.02	0.02	0.28	0.01	0.18	0.18	0.09	0.30	0.30	0.14
Delay/Veh:	1.0	1.3	1.0	1.0	1.3	0.9	42.0	42.0	41.4	43.0	43.0	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.0	1.3	1.0	1.0	1.3	0.9	42.0	42.0	41.4	43.0	43.0	41.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	3	0	1	1	1	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 23 Mar 2005 << 1630-1730																								
Base Vol:	77	715	76				77	702	82				159	403	125				157	644	93			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	79	737	78				79	723	84				164	415	129				162	664	96			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	1	132	0				0	154	0				0	822	1				0	771	0			
Initial Fut:	80	869	78				79	877	84				164	1237	130				162	1435	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:	80	869	78				79	877	84				164	1237	130				162	1435	96			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	80	869	78				79	877	84				164	1237	130				162	1435	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.:	80	869	78				79	877	84				164	1237	130				162	1435	96			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.72	0.28				1.00	1.87	0.13			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	4887	513				1700	3375	225			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.24	0.04				0.05	0.24	0.05				0.10	0.25	0.25				0.10	0.43	0.43			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.05	0.28	0.28				0.05	0.28	0.28				0.11	0.44	0.44				0.16	0.49	0.49			
Volume/Cap:	0.87	0.86	0.16				0.86	0.87	0.17				0.87	0.58	0.58				0.58	0.87	0.87			
Delay/Veh:	110.3	48.7	32.7				108.0	49.5	32.8				85.2	26.0	26.0				49.5	32.3	32.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	110.3	48.7	32.7				108.0	49.5	32.8				85.2	26.0	26.0				49.5	32.3	32.3			
LOS by Move:	F		D		C		F		D		C		F		C		C		D		C		C	
HCM2kAvgQ:	6		19		2		5		19		2		9		13		13		7		29		29	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	41	1094	47				110	914	34				48	31	40				52	45	128			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	132	1				1	154	0				0	0	0				0	0	1			
Initial Fut:	41	1226	48				111	1068	34				48	31	40				52	45	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:	41	1226	48				111	1068	34				48	31	40				52	45	129			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	41	1226	48				111	1068	34				48	31	40				52	45	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.:	41	1226	48				111	1068	34				48	31	40				52	45	129			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				0.61	0.39	1.00				0.53	0.47	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1099	701	1800				957	843	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.34	0.03				0.07	0.30	0.02				0.04	0.04	0.02				0.05	0.05	0.07			
Crit Moves:		****																			****			
Green/Cycle:	0.79	0.79	0.79				0.79	0.79	0.79				0.17	0.17	0.17				0.17	0.17	0.17			
Volume/Cap:	0.03	0.43	0.03				0.08	0.37	0.02				0.26	0.26	0.13				0.32	0.32	0.43			
Delay/Veh:	2.2	3.3	2.2				2.3	3.1	2.2				36.8	36.8	35.7				37.3	37.3	38.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	2.2	3.3	2.2				2.3	3.1	2.2				36.8	36.8	35.7				37.3	37.3	38.4			
LOS by Move:	A		A		A		A		A		A		D		D		D		D		D		D	
HCM2kAvgQ:	0		6		0		1		5		0		2		2		1		3		3		4	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	65	1149	67			100	900	72			48	43	71			38	47	75		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	133	0			0	154	0			0	0	0			0	0	0		
Initial Fut:	65	1282	67			100	1054	72			48	43	71			38	47	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:	65	1282	67			100	1054	72			48	43	71			38	47	75		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	65	1282	67			100	1054	72			48	43	71			38	47	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.:	65	1282	67			100	1054	72			48	43	71			38	47	75		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			0.53	0.47	1.00			0.45	0.55	1.00		
Final Sat.:	1700	3600	1800			1700	3600	1800			951	849	1800			802	998	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.36	0.04			0.06	0.29	0.04			0.05	0.05	0.04			0.05	0.05	0.04		
Crit Moves:		****										****								
Green/Cycle:	0.84	0.84	0.84			0.84	0.84	0.84			0.12	0.12	0.12			0.12	0.12	0.12		
Volume/Cap:	0.05	0.42	0.04			0.07	0.35	0.05			0.42	0.42	0.33			0.40	0.40	0.35		
Delay/Veh:	1.3	2.1	1.3			1.4	1.9	1.3			42.1	42.1	41.2			41.8	41.8	41.4		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	1.3	2.1	1.3			1.4	1.9	1.3			42.1	42.1	41.2			41.8	41.8	41.4		
LOS by Move:	A	A	A			A	A	A			D	D	D			D	D	D		
HCM2kAvgQ:	0	5	0			1	4	0			3	3	2			3	3	3		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.9
Optimal Cycle: 97 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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	251	806	122			204	718	114			140	897	169			186	981	242		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	15	48	3			7	49	98			78	164	26			3	190	7		
Initial Fut:	266	854	125			211	767	212			218	1061	195			189	1171	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:	266	854	125			211	767	212			218	1061	195			189	1171	249		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	266	854	125			211	767	212			218	1061	195			189	1171	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.:	266	854	125			211	767	212			218	1061	195			189	1171	249		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			1.00	2.53	0.47			1.00	2.00	1.00		
Final Sat.:	1700	3600	1800			1700	3600	1800			1700	4562	838			1700	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.16	0.24	0.07			0.12	0.21	0.12			0.13	0.23	0.23			0.11	0.33	0.14		
Crit Moves:	****						****				****						****			
Green/Cycle:	0.18	0.28	0.28			0.14	0.24	0.24			0.15	0.35	0.35			0.17	0.37	0.37		
Volume/Cap:	0.88	0.86	0.25			0.86	0.88	0.49			0.88	0.67	0.67			0.67	0.88	0.38		
Delay/Veh:	72.8	49.2	34.1			75.6	54.4	40.0			79.0	34.2	34.2			53.0	42.7	28.1		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	72.8	49.2	34.1			75.6	54.4	40.0			79.0	34.2	34.2			53.0	42.7	28.1		
LOS by Move:	E	D	C			E	D	D			E	C	C			D	D	C		
HCM2kAvgQ:	14	19	4			11	18	7			12	14	14			8	24	7		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03 1.03		1.03	1.03 1.03		1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	45 1178		23	31 1021		54	41	39	49	22	38	26
Added Vol:	0 0		0	0 0		0	0	0	0	0	0	0
APPRVD PROJ:	0 66		0	0 78		0	0	0	0	0	0	0
Initial Fut:	45 1244		23	31 1099		54	41	39	49	22	38	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:	45 1244		23	31 1099		54	41	39	49	22	38	26
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	45 1244		23	31 1099		54	41	39	49	22	38	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.:	45 1244		23	31 1099		54	41	39	49	22	38	26
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89 0.95		0.95	0.89 0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00 2.00		1.00	1.00 2.00		1.00	0.51	0.49	1.00	0.36	0.64	1.00
Final Sat.:	1700 3600		1800	1700 3600		1800	923	877	1800	652	1148	1800
Capacity Analysis Module:												
Vol/Sat:	0.03 0.35		0.01	0.02 0.31		0.03	0.04	0.04	0.03	0.03	0.03	0.01
Crit Moves:	****							****				
Green/Cycle:	0.85 0.85		0.85	0.85 0.85		0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.03 0.41		0.01	0.02 0.36		0.04	0.41	0.41	0.25	0.30	0.30	0.13
Delay/Veh:	1.2 1.8		1.1	1.1 1.7		1.2	42.8	42.8	41.4	41.8	41.8	40.5
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.2 1.8		1.1	1.1 1.7		1.2	42.8	42.8	41.4	41.8	41.8	40.5
LOS by Move:	A A		A	A A		A	D	D	D	D	D	D
HCM2kAvgQ:	0 5		0	0 4		0	3	3	2	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
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	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:	1.03 1.03		1.03	1.03 1.03		1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	48 990		193	165 924		52	18	265	39	387	447	233
Added Vol:	0 0		0	0 0		0	0	0	0	0	0	0
APPRVD PROJ:	0 11		118	65 14		0	0	2	0	118	3	55
Initial Fut:	48 1001		311	230 938		52	18	267	39	505	450	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:	48 1001		311	230 938		52	18	267	39	505	450	288
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	48 1001		311	230 938		52	18	267	39	505	450	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.:	48 1001		311	230 938		52	18	267	39	505	450	288
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89 0.95		0.95	0.89 0.95		0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00 2.00		1.00	1.00 2.00		1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700 3600		1800	1700 3600		1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03 0.28		0.17	0.14 0.26		0.03	0.01	0.15	0.02	0.16	0.25	0.16
Crit Moves:	****			****				****		****		
Green/Cycle:	0.05 0.36		0.36	0.17 0.48		0.48	0.02	0.19	0.19	0.20	0.38	0.38
Volume/Cap:	0.55 0.78		0.49	0.78 0.55		0.06	0.67	0.78	0.11	0.78	0.67	0.43
Delay/Veh:	53.3 32.0		25.7	52.3 18.9		14.1	98.4	49.7	33.7	44.0	28.5	23.6
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3 32.0		25.7	52.3 18.9		14.1	98.4	49.7	33.7	44.0	28.5	23.6
LOS by Move:	D C		C	D B		B	F	D	C	D	C	C
HCM2kAvgQ:	2 16		8	10 11		1	2	10	1	11	13	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.051
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 71.2
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	276	879	184				272	947	148				178	940	233				278	1022	334			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	8	129	0				0	132	0				0	78	10				0	52	0			
Initial Fut:	284	1008	184				272	1079	148				178	1018	243				278	1074	334			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	284	1008	184				272	1079	148				178	1018	243				278	1074	334			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	284	1008	184				272	1079	148				178	1018	243				278	1074	334			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	284	1008	184				272	1079	148				178	1018	243				278	1074	334			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	1.61	0.39				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	2906	694				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.28	0.10				0.16	0.30	0.08				0.10	0.35	0.35				0.16	0.30	0.19			
Crit Moves:	****							****						****						****				
Green/Cycle:	0.16	0.28	0.28				0.16	0.29	0.29				0.13	0.33	0.33				0.16	0.36	0.36			
Volume/Cap:	1.05	0.99	0.36				0.99	1.05	0.29				0.82	1.05	1.05				1.05	0.82	0.51			
Delay/Veh:	119.1	68.6	34.8				101.7	85.2	33.7				73.1	80.4	80.4				119.9	39.2	30.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	119.1	68.6	34.8				101.7	85.2	33.7				73.1	80.4	80.4				119.9	39.2	30.7			
LOS by Move:	F		E		C		F		F		C		E		F		F		F		D		C	
HCM2kAvgQ:	18		25		6		16		29		4		9		34		34		18		21		10	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	44	1049	10				12	1142	48				18	10	67				28	15	9			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	137	0				0	142	0				0	0	0				0	0	0			
Initial Fut:	44	1186	10				12	1284	48				18	10	67				28	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:	44	1186	10				12	1284	48				18	10	67				28	15	9			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	44	1186	10				12	1284	48				18	10	67				28	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.:	44	1186	10				12	1284	48				18	10	67				28	15	9			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				0.63	0.37	1.00				0.64	0.36	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1133	667	1800				1157	643	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.33	0.01				0.01	0.36	0.03				0.02	0.02	0.04				0.02	0.02	0.01			
Crit Moves:								****							****									
Green/Cycle:	0.87	0.87	0.87				0.87	0.87	0.87				0.09	0.09	0.09				0.09	0.09	0.09			
Volume/Cap:	0.03	0.38	0.01				0.01	0.41	0.03				0.17	0.17	0.41				0.27	0.27	0.06			
Delay/Veh:	0.9	1.4	0.9				0.9	1.4	0.9				42.5	42.5	44.6				43.2	43.2	41.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.9	1.4	0.9				0.9	1.4	0.9				42.5	42.5	44.6				43.2	43.2	41.7			
LOS by Move:	A		A		A		A		A		A		D		D		D		D		D		D	
HCM2kAvgQ:	0		4		0		0		5		0		1		1		3		2		2		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03		1.03	1.03								
Initial Bse:	0	571	285		421	827	0		0	0	0		464		0	565								
Added Vol:	0	0	0		0	0	0		0	0	0		0		0	0								
APPRVD PROJ:	0	129	0		10	132	0		0	0	0		0		0	8								
Initial Fut:	0	700	285		431	959	0		0	0	0		464		0	573								
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00								
PHF Adj:	1.00	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	700	285		431	959	0		0	0	0		464		0	573								
Reduct Vol:	0	0	0		0	0	0		0	0	0		0		0	0								
Reduced Vol:	0	700	285		431	959	0		0	0	0		464		0	573								
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00								
MLF Adj:	1.00	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	700	285		431	959	0		0	0	0		464		0	573								
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900		1900	1900								
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.91		0.95	0.95								
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.46		0.00	1.54								
Final Sat.:	0	3600	1800		1700	3600	0		0	0	0		2516		0	2776								
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.19	0.16		0.25	0.27	0.00		0.00	0.00	0.00		0.18		0.00	0.21								
Crit Moves:		****			****											****								
Green/Cycle:	0.00	0.28	0.28		0.36	0.64	0.00		0.00	0.00	0.00		0.30		0.00	0.30								
Volume/Cap:	0.00	0.70	0.57		0.70	0.41	0.00		0.00	0.00	0.00		0.62		0.00	0.70								
Delay/Veh:	0.0	34.4	32.4		30.5	8.8	0.0		0.0	0.0	0.0		31.1		0.0	32.7								
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00								
AdjDel/Veh:	0.0	34.4	32.4		30.5	8.8	0.0		0.0	0.0	0.0		31.1		0.0	32.7								
LOS by Move:	A	C	C		C	A	A		A	A	A		C		A	C								
HCM2kAvgQ:	0	11	8		14	8	0		0	0	0		10		0	12								

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03		1.03	1.03								
Initial Bse:	33	464	8		28	574	645		484	24	100		2		25	11								
Added Vol:	0	0	0		0	0	0		0	0	0		0		0	0								
APPRVD PROJ:	0	129	0		0	132	0		0	0	0		0		0	0								
Initial Fut:	33	593	8		28	706	645		484	24	100		2		25	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:	33	593	8		28	706	645		484	24	100		2		25	11								
Reduct Vol:	0	0	0		0	0	0		0	0	0		0		0	0								
Reduced Vol:	33	593	8		28	706	645		484	24	100		2		25	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.:	33	593	8		28	706	645		484	24	100		2		25	11								
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900		1900	1900								
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95		0.89		0.95	0.95								
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.91	0.09	1.00		1.00		1.00	1.00								
Final Sat.:	1700	3600	1800		1700	3600	1800		3337	163	1800		1700		1800	1800								
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.16	0.00		0.02	0.20	0.36		0.15	0.15	0.06		0.00		0.01	0.01								
Crit Moves:							****			****					****									
Green/Cycle:	0.65	0.65	0.65		0.65	0.65	0.65		0.26	0.26	0.26		0.02		0.02	0.02								
Volume/Cap:	0.03	0.25	0.01		0.03	0.30	0.55		0.55	0.55	0.21		0.05		0.55	0.25								
Delay/Veh:	6.2	7.3	6.1		6.2	7.6	10.0		32.4	32.4	28.9		48.1		62.0	50.8								
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00								
AdjDel/Veh:	6.2	7.3	6.1		6.2	7.6	10.0		32.4	32.4	28.9		48.1		62.0	50.8								
LOS by Move:	A	A	A		A	A	B		C	C	C		D		E	D								
HCM2kAvgQ:	0	4	0		0	5	11		8	8	3		0		2	1								

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.3
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 << 1645-1745												
Base Vol:	186	167	127	234	244	116	75	1093	49	196	1119	167
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	192	172	131	241	251	120	77	1126	50	202	1153	172
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	66	0	66	64	58	0	0	57	65
Initial Fut:	192	172	131	307	251	186	141	1184	50	202	1210	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:	192	172	131	307	251	186	141	1184	50	202	1210	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	172	131	307	251	186	141	1184	50	202	1210	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.:	192	172	131	307	251	186	141	1184	50	202	1210	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.14	0.86	1.67	1.33	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2045	1555	2913	2385	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.08	0.11	0.11	0.10	0.08	0.33	0.03	0.12	0.34	0.13
Crit Moves:	****			****				****		****		
Green/Cycle:	0.15	0.15	0.15	0.14	0.14	0.14	0.12	0.44	0.44	0.16	0.49	0.49
Volume/Cap:	0.74	0.55	0.55	0.74	0.74	0.72	0.69	0.74	0.06	0.74	0.69	0.27
Delay/Veh:	51.3	40.4	40.4	45.0	45.0	50.7	52.0	24.9	15.9	50.3	21.2	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	40.4	40.4	45.0	45.0	50.7	52.0	24.9	15.9	50.3	21.2	15.4
LOS by Move:	D	D	D	D	D	D	D	C	B	D	C	B
HCM2kAvgQ:	8	5	5	8	8	7	6	17	1	8	16	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.6
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	72	261	216	25	314	3	9	1494	105	232	1364	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	1	3	4	0	0	331	0	1	220	1
Initial Fut:	72	264	217	28	318	3	9	1825	105	233	1584	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:	72	264	217	28	318	3	9	1825	105	233	1584	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	264	217	28	318	3	9	1825	105	233	1584	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.:	72	264	217	28	318	3	9	1825	105	233	1584	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.21	0.79	1.00	0.08	0.92	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	387	1413	1800	144	1656	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.12	0.19	0.19	0.00	0.01	0.51	0.06	0.14	0.44	0.02
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.71	0.71	0.46	0.73	0.73	0.01	0.01	0.73	0.08	0.20	0.63	0.03
Delay/Veh:	38.1	38.1	31.5	39.2	39.2	27.1	4.6	10.5	4.9	5.4	8.8	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.1	31.5	39.2	39.2	27.1	4.6	10.5	4.9	5.4	8.8	4.7
LOS by Move:	D	D	C	D	D	C	A	B	A	A	A	A
HCM2kAvgQ:	11	11	6	12	12	0	0	19	1	3	14	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.0
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	123	46	34	196	55	20	1450	29	83	1457	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	3	0	1	137	1	1	170	1
Initial Fut:	54	127	46	34	199	55	21	1587	30	84	1627	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:	54	127	46	34	199	55	21	1587	30	84	1627	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	127	46	34	199	55	21	1587	30	84	1627	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.:	54	127	46	34	199	55	21	1587	30	84	1627	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.30	0.70	1.00	0.15	0.85	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	535	1265	1800	263	1537	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.13	0.13	0.03	0.01	0.44	0.02	0.05	0.45	0.02
Crit Moves:					****						****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.75	0.75	0.75	0.75	0.75	0.75
Volume/Cap:	0.47	0.47	0.12	0.61	0.61	0.14	0.02	0.59	0.02	0.07	0.61	0.03
Delay/Veh:	35.3	35.3	31.9	38.3	38.3	32.1	3.3	6.1	3.3	3.4	6.3	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	31.9	38.3	38.3	32.1	3.3	6.1	3.3	3.4	6.3	3.3
LOS by Move:	D	D	C	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	1	8	8	1	0	12	0	1	13	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.4
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1600-1700												
Base Vol:	194	319	153	42	285	140	176	1619	130	143	1577	132
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	200	329	158	43	294	144	181	1668	134	147	1625	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	2	0	0	79	0	0	57	0
Initial Fut:	200	332	158	43	296	144	181	1747	134	147	1682	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:	200	332	158	43	296	144	181	1747	134	147	1682	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	332	158	43	296	144	181	1747	134	147	1682	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.:	200	332	158	43	296	144	181	1747	134	147	1682	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.78	0.22
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5015	385	1700	4996	404
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.09	0.03	0.16	0.08	0.11	0.35	0.35	0.09	0.34	0.34
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.32	0.44	0.04	0.21	0.35	0.14	0.46	0.46	0.11	0.44	0.44
Volume/Cap:	0.77	0.57	0.20	0.57	0.77	0.23	0.77	0.76	0.76	0.76	0.77	0.77
Delay/Veh:	54.0	29.7	17.6	57.2	46.4	23.1	56.1	23.7	23.7	58.5	25.6	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	29.7	17.6	57.2	46.4	23.1	56.1	23.7	23.7	58.5	25.6	25.6
LOS by Move:	D	C	B	E	D	C	E	C	C	E	C	C
HCM2kAvgQ:	9	9	3	2	11	3	8	18	18	7	18	18

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

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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		1732	1500	1583
Flt Permitted		0.99	1.00	0.58	1.00		1.00	0.69		0.87	1.00	0.68
Satd. Flow (perm)		1756	1500	970	1564		1500	1143		1541	1500	1136
Volume (vph)	3	184	70	41	67	208	21	35	44	73	11	57
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	184	70	41	67	208	21	35	44	73	11	57
RTOR Reduction (vph)	0	0	55	0	0	0	16	0	0	0	7	0
Lane Group Flow (vph)	0	187	15	41	275	0	5	35	0	117	4	57
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)		20.3	20.3	20.3	20.3		20.3	34.3		34.3	34.3	34.3
Effective Green, g (s)		18.3	18.3	18.3	18.3		18.3	32.3		32.3	32.3	32.3
Actuated g/C Ratio		0.22	0.22	0.22	0.22		0.22	0.38		0.38	0.38	0.38
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)		381	326	211	340		326	438		590	575	435
v/s Ratio Prot												
v/s Ratio Perm		0.11	0.01	0.04	c0.18		0.00	0.03		c0.08	0.00	0.05
v/c Ratio		0.49	0.05	0.19	0.81		0.01	0.08		0.20	0.01	0.13
Uniform Delay, d1		28.9	26.1	27.0	31.3		25.9	16.5		17.4	16.1	16.9
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	0.5	13.2		0.0	0.4		0.8	0.0	0.6
Delay (s)		29.9	26.2	27.4	44.5		25.9	16.9		18.1	16.1	17.5
Level of Service		C	C	C	D		C	B		B	B	B
Approach Delay (s)		28.9			41.3					17.7		
Approach LOS		C			D					B		

Intersection Summary

HCM Average Control Delay	32.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	84.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.6%	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	0.97		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)	87	18	92	105	110	43
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	18	92	105	110	43
RTOR Reduction (vph)	0	0	57	0	0	0
Lane Group Flow (vph)	105	0	35	0	258	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.3		34.3		17.7	
Effective Green, g (s)	32.3		32.3		15.7	
Actuated g/C Ratio	0.38		0.38		0.19	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	626		546		308	
v/s Ratio Prot	0.06				c0.16	
v/s Ratio Perm			0.02			
v/c Ratio	0.17		0.06		0.84	
Uniform Delay, d1	17.1		16.4		33.1	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	0.6		0.2		17.7	
Delay (s)	17.7		16.7		50.7	
Level of Service	B		B		D	
Approach Delay (s)	17.3				50.7	
Approach LOS	B				D	

Intersection Summary

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.9
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 11 May 2005 << 1645-1745												
Base Vol:	54	562	89	66	665	95	17	50	54	13	27	67
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	56	579	92	68	685	98	18	52	56	13	28	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	2	0	0	0	0	0	0	0
Initial Fut:	56	582	92	68	687	98	18	52	56	13	28	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:	56	582	92	68	687	98	18	52	56	13	28	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	582	92	68	687	98	18	52	56	13	28	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.:	56	582	92	68	687	98	18	52	56	13	28	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.75	1.00	0.32	0.68	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	457	1343	1800	585	1215	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.05	0.04	0.38	0.05	0.04	0.04	0.03	0.02	0.02	0.04
Crit Moves:					****							****
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.04	0.37	0.06	0.05	0.44	0.06	0.44	0.44	0.35	0.26	0.26	0.44
Delay/Veh:	0.9	1.4	0.9	0.9	1.5	0.9	45.2	45.2	44.3	43.5	43.5	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.9	1.4	0.9	0.9	1.5	0.9	45.2	45.2	44.3	43.5	43.5	45.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	5	0	3	3	2	1	1	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	53	583	24	48	662	46	71	282	93	19	148	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	2	0	0	0	0	0	0	0
Initial Fut:	53	586	24	48	664	46	71	282	93	19	148	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:	53	586	24	48	664	46	71	282	93	19	148	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	586	24	48	664	46	71	282	93	19	148	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.:	53	586	24	48	664	46	71	282	93	19	148	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.20	0.80	1.00	0.11	0.89	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	362	1438	1800	200	1600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.01	0.03	0.37	0.03	0.20	0.20	0.05	0.09	0.09	0.02
Crit Moves:					****			****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.05	0.52	0.02	0.05	0.59	0.04	0.59	0.59	0.15	0.28	0.28	0.05
Delay/Veh:	7.2	10.8	7.1	7.2	11.9	7.2	29.2	29.2	23.6	24.8	24.8	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	10.8	7.1	7.2	11.9	7.2	29.2	29.2	23.6	24.8	24.8	22.6
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	11	0	1	13	1	10	10	2	4	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	94	189	63				208	513	55				53	1277	55				42	1132	162			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				1	0	0				0	137	0				0	171	2			
Initial Fut:	94	189	63				209	513	55				53	1414	55				42	1303	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:	94	189	63				209	513	55				53	1414	55				42	1303	164			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	94	189	63				209	513	55				53	1414	55				42	1303	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.:	94	189	63				209	513	55				53	1414	55				42	1303	164			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.05	0.03				0.12	0.14	0.03				0.03	0.39	0.03				0.02	0.36	0.09			
Crit Moves:	****							****						****										
Green/Cycle:	0.09	0.09	0.09				0.22	0.23	0.23				0.63	0.63	0.63				0.63	0.63	0.63			
Volume/Cap:	0.63	0.56	0.37				0.56	0.63	0.13				0.05	0.63	0.05				0.04	0.58	0.15			
Delay/Veh:	52.3	45.4	43.9				36.5	36.4	31.0				7.3	12.1	7.3				7.2	11.4	7.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	52.3	45.4	43.9				36.5	36.4	31.0				7.3	12.1	7.3				7.2	11.4	7.8			
LOS by Move:	D	D	D				D	D	C				A	B	A				A	B	A			
HCM2kAvgQ:	4	4	2				7	8	1				1	14	1				1	13	2			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	40	152	82				42	176	140				88	1734	50				49	1638	27			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				15	0	4				7	72	0				0	53	27			
Initial Fut:	40	152	82				57	176	144				95	1806	50				49	1691	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:	40	152	82				57	176	144				95	1806	50				49	1691	54			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	40	152	82				57	176	144				95	1806	50				49	1691	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.:	40	152	82				57	176	144				95	1806	50				49	1691	54			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.92	0.08				1.00	2.91	0.09			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	5253	147				1700	5234	166			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.08	0.05				0.03	0.10	0.08				0.06	0.34	0.34				0.03	0.32	0.32			
Crit Moves:								****					****							****				
Green/Cycle:	0.19	0.19	0.19				0.19	0.19	0.19				0.11	0.69	0.69				0.06	0.64	0.64			
Volume/Cap:	0.12	0.44	0.24				0.17	0.51	0.41				0.51	0.50	0.50				0.50	0.51	0.51			
Delay/Veh:	33.5	36.5	34.5				33.9	37.3	36.2				44.2	7.5	7.5				49.6	9.8	9.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	33.5	36.5	34.5				33.9	37.3	36.2				44.2	7.5	7.5				49.6	9.8	9.8			
LOS by Move:	C	D	C				C	D	D				D	A	A				D	A	A			
HCM2kAvgQ:	1	5	2				2	6	4				4	10	10				2	10	10			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	86	343	63	94	488	286	146	1333	92	107	1051	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	330	0	0	222	0
Initial Fut:	86	343	63	94	488	286	146	1663	92	107	1273	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:	86	343	63	94	488	286	146	1663	92	107	1273	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	343	63	94	488	286	146	1663	92	107	1273	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.:	86	343	63	94	488	286	146	1663	92	107	1273	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3412	188	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.03	0.06	0.14	0.16	0.09	0.49	0.49	0.06	0.35	0.04
Crit Moves:						****		****		****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.14	0.65	0.65	0.08	0.59	0.59
Volume/Cap:	0.24	0.45	0.17	0.26	0.64	0.75	0.60	0.75	0.75	0.75	0.60	0.06
Delay/Veh:	33.1	34.9	32.5	33.4	37.9	45.4	44.4	13.7	13.7	65.2	13.7	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	34.9	32.5	33.4	37.9	45.4	44.4	13.7	13.7	65.2	13.7	8.9
LOS by Move:	C	C	C	C	D	D	D	B	B	E	B	A
HCM2kAvgQ:	3	5	2	3	8	10	6	21	21	5	13	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.7
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module: >> Count Date: 20 Apr 2005 << 1700-1800												
Base Vol:	52	214	93	126	284	230	220	981	63	206	1068	91
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	220	96	130	293	237	227	1011	65	212	1100	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	122	0	0	123	0
Initial Fut:	54	220	96	130	293	237	227	1133	65	212	1223	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:	54	220	96	130	293	237	227	1133	65	212	1223	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	220	96	130	293	237	227	1133	65	212	1223	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.:	54	220	96	130	293	237	227	1133	65	212	1223	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3344	256
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.05	0.08	0.16	0.13	0.13	0.31	0.04	0.12	0.37	0.37
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.16	0.16	0.10	0.21	0.39	0.17	0.46	0.46	0.18	0.47	0.47
Volume/Cap:	0.76	0.78	0.34	0.78	0.76	0.34	0.78	0.68	0.08	0.68	0.78	0.78
Delay/Veh:	84.2	53.0	38.2	64.0	45.2	22.0	51.8	22.4	15.1	44.3	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	53.0	38.2	64.0	45.2	22.0	51.8	22.4	15.1	44.3	24.3	24.3
LOS by Move:	F	D	D	E	D	C	D	C	B	D	C	C
HCM2kAvgQ:	3	9	3	6	11	5	9	15	1	8	19	19

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

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	75	0	29	34	502	0	2	641	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	75	0	29	34	502	0	2	641	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:	0	0	0	75	0	29	34	502	0	2	641	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	29	34	502	0	2	641	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.:	0	0	0	75	0	29	34	502	0	2	641	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1800	0	1800	0	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.14	0.00	0.00	0.18	0.04
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.78	0.78	0.00	0.78	0.78	0.78
Volume/Cap:	0.00	0.00	0.00	0.23	0.00	0.09	0.03	0.18	0.00	0.00	0.23	0.05
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	34.1	2.5	2.9	0.0	2.5	3.1	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	34.1	2.5	2.9	0.0	2.5	3.1	2.6
LOS by Move:	A	A	A	D	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	2	0	0	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	16	10	10	25	9	27	50	1446	18	14	1135	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	10	10	25	9	27	50	1446	18	14	1135	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:	16	10	10	25	9	27	50	1446	18	14	1135	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	10	10	25	9	27	50	1446	18	14	1135	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.:	16	10	10	25	9	27	50	1446	18	14	1135	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.62	0.38	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1108	692	1800	1309	491	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.03	0.40	0.01	0.01	0.32	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.08	0.88	0.88	0.02	0.82	0.82
Volume/Cap:	0.36	0.36	0.14	0.46	0.46	0.36	0.38	0.46	0.01	0.46	0.38	0.02
Delay/Veh:	49.6	49.6	47.1	51.2	51.2	49.6	45.7	1.3	0.7	58.7	2.4	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	49.6	47.1	51.2	51.2	49.6	45.7	1.3	0.7	58.7	2.4	1.6
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	1	1	0	2	2	1	2	5	0	1	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.0
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: 20 Apr 2005 << 1700-1800												
Base Vol:	14	11	13	26	3	20	33	1512	12	1	1400	12
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	14	11	13	27	3	21	34	1558	12	1	1442	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	331	0	0	220	0
Initial Fut:	14	11	13	27	3	21	34	1889	12	1	1662	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	27	3	21	34	1889	12	1	1662	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	11	13	27	3	21	34	1889	12	1	1662	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	27	3	21	34	1889	12	1	1662	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.56	0.44	1.00	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1008	792	1800	1614	186	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.02	0.52	0.01	0.00	0.46	0.01
Crit Moves:					****			****				
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.93	0.93	0.93	0.93	0.93	0.93
Volume/Cap:	0.49	0.49	0.25	0.56	0.56	0.39	0.02	0.56	0.01	0.00	0.50	0.01
Delay/Veh:	54.6	54.6	50.0	61.1	61.1	52.3	0.3	0.7	0.2	0.2	0.6	0.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	50.0	61.1	61.1	52.3	0.3	0.7	0.2	0.2	0.6	0.2
LOS by Move:	D	D	D	E	E	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	2	2	1	0	5	0	0	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.1
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	121	940	194	157	940	261	207	724	147	190	823	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	422	0	0	366	0	0	3	0	0	5	0
Initial Fut:	121	1362	194	157	1306	261	207	727	147	190	828	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1362	194	157	1306	261	207	727	147	190	828	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1362	194	157	1306	261	207	727	147	190	828	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1362	194	157	1306	261	207	727	147	190	828	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	4490	910
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.11	0.09	0.36	0.14	0.12	0.20	0.08	0.11	0.18	0.18
Crit Moves:		****			****			****			****	
Green/Cycle:	0.09	0.45	0.45	0.11	0.47	0.47	0.15	0.24	0.24	0.13	0.22	0.22
Volume/Cap:	0.77	0.84	0.24	0.84	0.77	0.31	0.82	0.84	0.34	0.84	0.82	0.82
Delay/Veh:	74.4	33.3	20.5	79.7	28.9	20.0	68.4	50.7	38.2	74.3	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	33.3	20.5	79.7	28.9	20.0	68.4	50.7	38.2	74.3	48.8	48.8
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	7	25	5	9	22	6	11	16	5	10	14	14

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.8
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	13	1163	28	125	1132	53	44	44	15	92	60	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	425	0	0	371	0	0	0	0	0	0	0
Initial Fut:	13	1588	28	125	1503	53	44	44	15	92	60	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:	13	1588	28	125	1503	53	44	44	15	92	60	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1588	28	125	1503	53	44	44	15	92	60	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.:	13	1588	28	125	1503	53	44	44	15	92	60	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.42	0.43	0.15	0.61	0.39	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	766	766	267	1090	710	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.02	0.07	0.42	0.03	0.06	0.06	0.06	0.08	0.08	0.05
Crit Moves:		****									****	
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.01	0.55	0.02	0.09	0.52	0.04	0.38	0.38	0.38	0.55	0.55	0.31
Delay/Veh:	1.9	3.6	1.9	2.1	3.4	1.9	38.9	38.9	38.9	41.4	41.4	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.9	3.6	1.9	2.1	3.4	1.9	38.9	38.9	38.9	41.4	41.4	38.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	9	0	1	8	0	3	3	3	5	5	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	115	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	163	1127	218	158	953	47	107	929	42	224	861	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	422	0	0	367	0	0	0	0	0	0	0
Initial Fut:	163	1549	218	158	1320	47	107	929	42	224	861	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1549	218	158	1320	47	107	929	42	224	861	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1549	218	158	1320	47	107	929	42	224	861	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	163	1549	218	158	1320	47	107	929	42	224	861	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5213	187	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.12	0.09	0.25	0.25	0.06	0.26	0.02	0.07	0.24	0.09
Crit Moves:		****		****				****			****	
Green/Cycle:	0.16	0.47	0.47	0.10	0.42	0.42	0.08	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.61	0.91	0.26	0.91	0.61	0.61	0.84	0.91	0.08	0.91	0.84	0.31
Delay/Veh:	51.1	37.2	19.2	97.3	27.9	27.9	91.4	53.6	31.6	89.8	46.7	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	37.2	19.2	97.3	27.9	27.9	91.4	53.6	31.6	89.8	46.7	34.0
LOS by Move:	D	D	B	F	C	C	F	D	C	F	D	C
HCM2kAvgQ:	7	32	5	10	14	14	7	21	1	8	18	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	44.9
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	73	1092	897	68	915	151	143	412	101	565	754	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	350	56	11	355	0	0	0	0	112	183	72
Initial Fut:	73	1442	953	79	1270	151	143	412	101	677	937	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1442	953	79	1270	151	143	412	101	677	937	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1442	953	79	1270	151	143	412	101	677	937	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1442	953	79	1270	151	143	412	101	677	937	366
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.06	1.40	0.54
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2892	708	1810	2508	978
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.53	0.05	0.35	0.08	0.08	0.14	0.14	0.37	0.37	0.37
Crit Moves:		****							****		****	
Green/Cycle:	0.41	0.41	0.79	0.41	0.41	0.41	0.15	0.15	0.15	0.38	0.38	0.38
Volume/Cap:	0.11	0.98	0.67	0.11	0.87	0.21	0.58	0.98	0.98	0.98	0.98	0.98
Delay/Veh:	22.1	54.4	7.0	22.1	38.1	23.1	51.3	85.8	85.8	52.8	52.8	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	54.4	7.0	22.1	38.1	23.1	51.3	85.8	85.8	52.8	52.8	52.8
LOS by Move:	C	D	A	C	D	C	D	F	F	D	D	D
HCM2kAvgQ:	2	34	17	2	25	4	6	15	15	32	32	32

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	100.9
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	248	1793	202	135	1604	453	577	1141	158	172	1026	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	24	606	69	4	628	0	0	140	0	76	158	0
Initial Fut:	272	2399	271	139	2232	453	577	1281	158	248	1184	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:	272	2399	271	139	2232	453	577	1281	158	248	1184	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	2399	271	139	2232	453	577	1281	158	248	1184	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.:	272	2399	271	139	2232	453	577	1281	158	248	1184	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.67	0.33	2.00	2.00	1.00
Final Sat.:	1700	5187	1800	1700	5187	1800	3200	4808	592	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.46	0.15	0.08	0.43	0.25	0.18	0.27	0.27	0.08	0.33	0.04
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.42	0.51	0.07	0.36	0.51	0.15	0.33	0.33	0.10	0.27	0.27
Volume/Cap:	1.20	1.11	0.29	1.11	1.20	0.49	1.20	0.81	0.81	0.81	1.20	0.15
Delay/Veh:	176.3	89.9	16.9	167.0	134	19.8	159.5	39.8	39.8	68.1	143	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.3	89.9	16.9	167.0	134	19.8	159.5	39.8	39.8	68.1	143	33.1
LOS by Move:	F	F	B	F	F	B	F	D	D	E	F	C
HCM2kAvgQ:	20	46	6	11	49	11	22	19	19	7	38	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.274
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	131.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	48	1965	266	86	1855	21	43	20	53	134	5	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	651	0	0	713	0	24	1028	24	25	1064	25
Initial Fut:	48	2616	266	86	2568	21	67	1048	77	159	1069	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:	48	2616	266	86	2568	21	67	1048	77	159	1069	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2616	266	86	2568	21	67	1048	77	159	1069	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.:	48	2616	266	86	2568	21	67	1048	77	159	1069	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.72	0.28	1.00	2.98	0.02	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	4902	498	1700	5357	43	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.05	0.48	0.48	0.04	0.29	0.04	0.09	0.30	0.07
Crit Moves:		****			****			****			****	
Green/Cycle:	0.03	0.42	0.42	0.04	0.43	0.43	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	1.11	1.27	1.27	1.27	1.11	1.11	0.17	1.27	0.19	0.40	1.27	0.29
Delay/Veh:	218.2	156	155.9	248.1	83.8	83.8	31.2	171	31.3	32.5	170	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	218.2	156	155.9	248.1	83.8	83.8	31.2	171	31.3	32.5	170	31.9
LOS by Move:	F	F	F	F	F	F	C	F	C	C	F	C
HCM2kAvgQ:	4	59	59	8	43	43	2	34	2	5	35	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.4
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1983	77	90	2130	0	0	0	0	58	0	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	602	0	0	751	0	0	0	0	24	0	24
Initial Fut:	0	2585	77	90	2881	0	0	0	0	82	0	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:	0	2585	77	90	2881	0	0	0	0	82	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2585	77	90	2881	0	0	0	0	82	0	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.:	0	2585	77	90	2881	0	0	0	0	82	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	5243	157	1700	5187	0	0	0	0	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.05	0.56	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:					****							****
Green/Cycle:	0.00	0.87	0.87	0.87	0.87	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.56	0.56	0.06	0.64	0.00	0.00	0.00	0.00	0.56	0.00	0.64
Delay/Veh:	0.0	1.7	1.7	0.9	2.1	0.0	0.0	0.0	0.0	48.7	0.0	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.7	1.7	0.9	2.1	0.0	0.0	0.0	0.0	48.7	0.0	52.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	8	0	10	0	0	0	0	4	0	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.7
Optimal Cycle:	78	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 1630-1730												
Base Vol:	63	1514	5	4	1807	250	506	24	181	7	5	4
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	65	1560	5	4	1862	258	521	25	186	7	5	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	25	541	0	0	777	22	37	0	40	25	0	24
Initial Fut:	90	2101	5	4	2639	280	558	25	226	32	5	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:	90	2101	5	4	2639	280	558	25	226	32	5	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	2101	5	4	2639	280	558	25	226	32	5	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.:	90	2101	5	4	2639	280	558	25	226	32	5	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.71	0.29	1.92	0.08	1.00	0.86	0.14	1.00
Final Sat.:	1700	5187	1800	1700	4883	517	3351	148	1800	1552	248	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.00	0.00	0.54	0.54	0.17	0.17	0.13	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.70	0.70	0.00	0.64	0.64	0.20	0.20	0.20	0.02	0.02	0.02
Volume/Cap:	0.85	0.58	0.00	0.58	0.85	0.85	0.85	0.85	0.64	0.85	0.85	0.64
Delay/Veh:	90.3	8.1	4.7	135.6	16.5	16.5	48.5	48.5	40.9	128.5	128	75.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	8.1	4.7	135.6	16.5	16.5	48.5	48.5	40.9	128.5	128	75.7
LOS by Move:	F	A	A	F	B	B	D	D	D	F	F	E
HCM2kAvgQ:	5	12	0	1	27	27	12	12	8	3	3	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.034
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	58.0
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	241	1525	201	245	1712	179	160	1298	142	173	1336	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	361	27	292	413	137	49	12	0	51	12	157
Initial Fut:	241	1886	228	537	2125	316	209	1310	142	224	1348	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:	241	1886	228	537	2125	316	209	1310	142	224	1348	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1886	228	537	2125	316	209	1310	142	224	1348	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.:	241	1886	228	537	2125	316	209	1310	142	224	1348	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.91	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	3600	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.13	0.17	0.41	0.18	0.07	0.36	0.08	0.07	0.26	0.14
Crit Moves:		****			****			****			****	
Green/Cycle:	0.08	0.35	0.35	0.16	0.43	0.43	0.08	0.35	0.35	0.07	0.34	0.34
Volume/Cap:	0.94	1.03	0.36	1.03	0.94	0.40	0.78	1.03	0.22	1.03	0.78	0.42
Delay/Veh:	96.1	69.4	29.2	98.9	41.6	23.7	67.0	73.5	27.5	126.3	38.1	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.1	69.4	29.2	98.9	41.6	23.7	67.0	73.5	27.5	126.3	38.1	31.3
LOS by Move:	F	E	C	F	D	C	E	E	C	F	D	C
HCM2kAvgQ:	8	34	7	18	32	8	6	34	4	9	18	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.2
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	2055	16	33	1945	39	26	28	90	48	30	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	321	0	23	418	23	33	0	0	0	0	34
Initial Fut:	32	2376	16	56	2363	62	59	28	90	48	30	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:	32	2376	16	56	2363	62	59	28	90	48	30	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	2376	16	56	2363	62	59	28	90	48	30	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.:	32	2376	16	56	2363	62	59	28	90	48	30	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.92	0.08	0.68	0.32	1.00	0.62	0.38	1.00
Final Sat.:	1700	5363	37	1700	5262	138	1222	578	1800	1113	687	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.03	0.45	0.45	0.05	0.05	0.05	0.04	0.04	0.03
Crit Moves:					****			****				
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.02	0.51	0.51	0.04	0.52	0.52	0.52	0.52	0.54	0.47	0.47	0.28
Delay/Veh:	0.9	1.7	1.7	0.9	1.7	1.7	46.1	46.1	46.7	45.1	45.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.9	1.7	1.7	0.9	1.7	1.7	46.1	46.1	46.7	45.1	45.1	43.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	7	7	0	7	7	3	3	4	3	3	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.1
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	145	1652	281	273	1566	196	178	1262	88	331	1261	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	96	278	34	0	390	2	3	105	106	54	116	0
Initial Fut:	241	1930	315	273	1956	198	181	1367	194	385	1377	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:	241	1930	315	273	1956	198	181	1367	194	385	1377	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1930	315	273	1956	198	181	1367	194	385	1377	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.:	241	1930	315	273	1956	198	181	1367	194	385	1377	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.72	0.28	2.00	2.63	0.37	2.00	2.00	1.00
Final Sat.:	3200	5187	1800	3200	4904	496	3200	4730	670	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.18	0.09	0.40	0.40	0.06	0.29	0.29	0.12	0.38	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.39	0.39	0.09	0.41	0.41	0.06	0.32	0.32	0.13	0.39	0.39
Volume/Cap:	0.98	0.94	0.44	0.94	0.98	0.98	0.98	0.91	0.91	0.91	0.98	0.24
Delay/Veh:	106.4	44.8	27.1	92.3	49.5	49.5	116.1	47.2	47.2	75.2	55.1	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.4	44.8	27.1	92.3	49.5	49.5	116.1	47.2	47.2	75.2	55.1	24.7
LOS by Move:	F	D	C	F	D	D	F	D	D	E	E	C
HCM2kAvgQ:	9	30	9	9	34	34	7	23	23	12	32	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.2
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:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	2133	77		79	1958	0		0	0	0		65	0	39	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	357	21		98	452	0		0	0	0		11	0	50	
Initial Fut:	0	2490	98		177	2410	0		0	0	0		76	0	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:	0	2490	98		177	2410	0		0	0	0		76	0	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2490	98		177	2410	0		0	0	0		76	0	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.:	0	2490	98		177	2410	0		0	0	0		76	0	89	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.91	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.89	0.11		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	5195	205		1700	5187	0		0	0	0		1700	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.48		0.10	0.46	0.00		0.00	0.00	0.00		0.04	0.00	0.05	
Crit Moves:		****				****									****	
Green/Cycle:	0.00	0.71	0.71		0.15	0.87	0.00		0.00	0.00	0.00		0.07	0.00	0.07	
Volume/Cap:	0.00	0.67	0.67		0.67	0.54	0.00		0.00	0.00	0.00		0.61	0.00	0.67	
Delay/Veh:	0.0	8.5	8.5		46.6	1.8	0.0		0.0	0.0	0.0		53.2	0.0	58.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.5	8.5		46.6	1.8	0.0		0.0	0.0	0.0		53.2	0.0	58.0	
LOS by Move:	A	A	A		D	A	A		A	A	A		D	A	E	
HCM2kAvgQ:	0	16	16		7	7	0		0	0	0		4	0	4	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.5
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:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	166	1968	0		0	1801	240		190	0	204		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	378	0		0	463	0		0	0	0		0	0	0	
Initial Fut:	166	2346	0		0	2264	240		190	0	204		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:	166	2346	0		0	2264	240		190	0	204		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	166	2346	0		0	2264	240		190	0	204		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.:	166	2346	0		0	2264	240		190	0	204		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.91	0.95		0.89	0.95	0.95		0.91	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.00	0.00		0.00	2.71	0.29		1.49	0.00	1.51		0.00	0.00	0.00	
Final Sat.:	1700	5187	0		0	4882	518		2581	0	2715		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.45	0.00		0.00	0.46	0.46		0.07	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green/Cycle:	0.14	0.83	0.00		0.00	0.68	0.68		0.11	0.00	0.11		0.00	0.00	0.00	
Volume/Cap:	0.68	0.55	0.00		0.00	0.68	0.68		0.66	0.00	0.68		0.00	0.00	0.00	
Delay/Veh:	48.0	2.8	0.0		0.0	9.8	9.8		45.4	0.0	45.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	48.0	2.8	0.0		0.0	9.8	9.8		45.4	0.0	45.9		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	7	9	0		0	16	16		5	0	6		0	0	0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
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:	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	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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03		1.03	1.03	1.03		1.03	1.03
Initial Bse:	7	2112		15	8	2311		11	185		0	38	14		0	12
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
APPRVD PROJ:	0	378		0	0	463		0	0		0	0	0		0	0
Initial Fut:	7	2490		15	8	2774		11	185		0	38	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	2490		15	8	2774		11	185		0	38	14		0	12
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	7	2490		15	8	2774		11	185		0	38	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	2490		15	8	2774		11	185		0	38	14		0	12
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.89	0.91		0.95	0.89	0.91		0.95	0.89		0.95	0.95	0.95		0.95	0.95
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00		0.00	1.00	0.54		0.00	0.46
Final Sat.:	1700	5187		1800	1700	5187		1800	1700		0	1800	969		0	831
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48		0.01	0.00	0.53		0.01	0.11		0.00	0.02	0.01		0.00	0.01
Crit Moves:						****			****							
Green/Cycle:	0.80	0.80		0.80	0.80	0.80		0.80	0.16		0.00	0.16	0.16		0.00	0.16
Volume/Cap:	0.01	0.60		0.01	0.01	0.67		0.01	0.67		0.00	0.13	0.09		0.00	0.09
Delay/Veh:	2.1	4.2		2.1	2.1	4.8		2.1	45.6		0.0	36.0	35.7		0.0	35.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	2.1	4.2		2.1	2.1	4.8		2.1	45.6		0.0	36.0	35.7		0.0	35.7
LOS by Move:	A	A		A	A	A		A	D		A	D	D		A	D
HCM2kAvgQ:	0	11		0	0	14		0	7		0	1	1		0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: 132 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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	270	1209		345	401	1499		247	177	1272		222	470	1282		141
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	378		0	0	463		0	0	79		0	0	57		0
Initial Fut:	270	1587		345	401	1962		247	177	1351		222	470	1339		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:	270	1587		345	401	1962		247	177	1351		222	470	1339		141
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	270	1587		345	401	1962		247	177	1351		222	470	1339		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.:	270	1587		345	401	1962		247	177	1351		222	470	1339		141
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.84	0.91		0.95	0.84	0.91		0.95	0.84	0.91		0.95	0.84	0.91		0.95
Lanes:	2.00	4.00		1.00	2.00	3.00		1.00	2.00	3.00		1.00	2.00	4.00		1.00
Final Sat.:	3200	6916		1800	3200	5187		1800	3200	5187		1800	3200	6916		1800
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23		0.19	0.13	0.38		0.14	0.06	0.26		0.12	0.15	0.19		0.08
Crit Moves:	****					****				****			****			
Green/Cycle:	0.09	0.32		0.32	0.18	0.41		0.41	0.10	0.28		0.28	0.16	0.34		0.34
Volume/Cap:	0.93	0.71		0.60	0.71	0.93		0.34	0.57	0.93		0.44	0.93	0.57		0.23
Delay/Veh:	89.5	37.0		35.9	51.0	42.3		24.8	54.3	53.3		36.1	74.2	32.8		28.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	89.5	37.0		35.9	51.0	42.3		24.8	54.3	53.3		36.1	74.2	32.8		28.6
LOS by Move:	F	D		D	D	D		C	D	D		D	E	C		C
HCM2kAvgQ:	9	15		12	10	30		7	5	22		7	14	11		4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.0
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	146	2164	93	102	1972	53	58	302	317	61	207	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	378	0	0	463	0	0	0	0	0	0	0
Initial Fut:	146	2542	93	102	2435	53	58	302	317	61	207	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:	146	2542	93	102	2435	53	58	302	317	61	207	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2542	93	102	2435	53	58	302	317	61	207	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.:	146	2542	93	102	2435	53	58	302	317	61	207	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.89	0.11	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1700	5210	190	1700	5286	114	1700	1800	1800	1700	1495	305
Capacity Analysis Module:												
Vol/Sat:	0.09	0.49	0.49	0.06	0.46	0.46	0.03	0.17	0.18	0.04	0.14	0.14
Crit Moves:	****				****				****			
Green/Cycle:	0.11	0.63	0.63	0.08	0.60	0.60	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.77	0.77	0.77	0.77	0.77	0.77	0.15	0.73	0.77	0.16	0.60	0.60
Delay/Veh:	60.4	14.3	14.3	69.0	16.1	16.1	30.9	42.3	44.6	31.0	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	14.3	14.3	69.0	16.1	16.1	30.9	42.3	44.6	31.0	37.0	37.0
LOS by Move:	E	B	B	E	B	B	C	D	D	C	D	D
HCM2kAvgQ:	7	22	22	5	21	21	2	11	11	2	8	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.6
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	39	1985	59	69	2158	58	501	0	157	63	28	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	378	0	0	463	0	0	0	0	0	0	0
Initial Fut:	39	2363	59	69	2621	58	501	0	157	63	28	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:	39	2363	59	69	2621	58	501	0	157	63	28	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	2363	59	69	2621	58	501	0	157	63	28	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.:	39	2363	59	69	2621	58	501	0	157	63	28	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	3.00	1.00	2.00	0.00	1.00	0.69	0.31	1.00
Final Sat.:	1700	5269	131	1700	5187	1800	3200	0	1800	1248	552	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.04	0.51	0.03	0.16	0.00	0.09	0.05	0.05	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.21	0.00	0.21	0.07	0.07	0.07
Volume/Cap:	0.03	0.67	0.67	0.06	0.76	0.05	0.76	0.00	0.42	0.76	0.76	0.40
Delay/Veh:	5.7	10.6	10.6	5.8	12.2	5.7	42.4	0.0	35.3	69.8	69.8	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	10.6	10.6	5.8	12.2	5.7	42.4	0.0	35.3	69.8	69.8	46.9
LOS by Move:	A	B	B	A	B	A	D	A	D	E	E	D
HCM2kAvgQ:	0	16	16	1	21	1	10	0	5	5	5	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.164
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 84.4
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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	98	1128	1012			417	1801	236			691	980	72			518	776	258		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	6	365	2			5	446	12			10	9	5			1	10	3		
Initial Fut:	104	1493	1014			422	2247	248			701	989	77			519	786	261		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	104	1493	1014			422	2247	248			701	989	77			519	786	261		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	104	1493	1014			422	2247	248			701	989	77			519	786	261		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	104	1493	1014			422	2247	248			701	989	77			519	786	261		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.91	0.95			0.89	0.91	0.95			0.84	0.95	0.95			0.84	0.95	0.95		
Lanes:	1.00	3.00	1.00			1.00	3.00	1.00			2.00	2.00	1.00			2.00	2.00	1.00		
Final Sat.:	1700	5187	1800			1700	5187	1800			3200	3600	1800			3200	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.29	0.56			0.25	0.43	0.14			0.22	0.27	0.04			0.16	0.22	0.14		
Crit Moves:			****			****					****						****			
Green/Cycle:	0.07	0.34	0.48			0.21	0.49	0.68			0.19	0.24	0.31			0.14	0.19	0.40		
Volume/Cap:	0.89	0.84	1.16			1.16	0.89	0.20			1.16	1.16	0.14			1.16	1.16	0.36		
Delay/Veh:	105.1	39.8	117.3			147.2	31.9	7.3			139.9	132	30.4			147.1	138	25.5		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	105.1	39.8	117.3			147.2	31.9	7.3			139.9	132	30.4			147.1	138	25.5		
LOS by Move:	F		D		F	F		C		A	F		F		C	F		F		C
HCM2kAvgQ:	7		21		60	29		30		4	26		31		2	20		26		7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:			Include					Include					Include					Include		
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	77	1900	0			0	1939	349			404	0	96			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	373	0			0	452	0			0	0	0			0	0	0		
Initial Fut:	77	2273	0			0	2391	349			404	0	96			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:	77	2273	0			0	2391	349			404	0	96			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	77	2273	0			0	2391	349			404	0	96			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.:	77	2273	0			0	2391	349			404	0	96			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.91	0.95			0.89	0.91	0.95			0.91	0.95	0.95			0.89	0.95	0.95		
Lanes:	1.00	3.00	0.00			0.00	3.00	1.00			1.69	0.00	0.31			0.00	0.00	0.00		
Final Sat.:	1700	5187	0			0	5187	1800			2930	0	566			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.44	0.00			0.00	0.46	0.19			0.14	0.00	0.17			0.00	0.00	0.00		
Crit Moves:							****						****							
Green/Cycle:	0.70	0.70	0.00			0.00	0.70	0.70			0.26	0.00	0.26			0.00	0.00	0.00		
Volume/Cap:	0.06	0.62	0.00			0.00	0.66	0.28			0.53	0.00	0.66			0.00	0.00	0.00		
Delay/Veh:	4.7	8.2	0.0			0.0	8.7	5.6			32.5	0.0	35.2			0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	4.7	8.2	0.0			0.0	8.7	5.6			32.5	0.0	35.2			0.0	0.0	0.0		
LOS by Move:	A		A		A	A		A		A	C		A		D	A		A		A
HCM2kAvgQ:	1		14		0	0		15		4	7		0		10	0		0		0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.788	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4	
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	292	1202	22	49	1988	311	440	40	152	49	19	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	373	0	0	452	0	0	0	0	0	0	0
Initial Fut:	292	1575	22	49	2440	311	440	40	152	49	19	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:	292	1575	22	49	2440	311	440	40	152	49	19	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1575	22	49	2440	311	440	40	152	49	19	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.:	292	1575	22	49	2440	311	440	40	152	49	19	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.91	0.95	0.92	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	1.84	0.16	1.00	1.47	0.53	1.00
Final Sat.:	3200	5327	73	1700	5187	1800	3207	293	1800	2545	954	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.03	0.47	0.17	0.14	0.14	0.08	0.02	0.02	0.04
Crit Moves:	****				****		****					****
Green/Cycle:	0.12	0.65	0.65	0.06	0.60	0.60	0.17	0.17	0.17	0.05	0.05	0.05
Volume/Cap:	0.79	0.46	0.46	0.46	0.79	0.29	0.79	0.79	0.49	0.42	0.42	0.79
Delay/Veh:	62.4	10.6	10.6	57.2	19.8	11.9	54.2	54.2	45.9	57.4	57.4	94.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	10.6	10.6	57.2	19.8	11.9	54.2	54.2	45.9	57.4	57.4	94.6
LOS by Move:	E	B	B	E	B	B	D	D	D	E	E	F
HCM2kAvgQ:	8	10	10	3	26	6	11	11	6	2	2	4

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1	
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	43	1120	12	181	1679	139	350	158	58	49	33	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	373	0	0	452	0	0	0	0	0	0	0
Initial Fut:	43	1493	12	181	2131	139	350	158	58	49	33	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:	43	1493	12	181	2131	139	350	158	58	49	33	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1493	12	181	2131	139	350	158	58	49	33	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.:	43	1493	12	181	2131	139	350	158	58	49	33	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.82	0.18	1.46	0.40	0.14	1.00	1.00	1.00
Final Sat.:	1700	5356	44	1700	5069	331	2510	712	260	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.11	0.42	0.42	0.14	0.22	0.22	0.03	0.02	0.05
Crit Moves:	****				****				****			****
Green/Cycle:	0.03	0.41	0.41	0.16	0.54	0.54	0.28	0.28	0.28	0.06	0.06	0.06
Volume/Cap:	0.78	0.67	0.67	0.67	0.78	0.78	0.49	0.78	0.78	0.46	0.29	0.78
Delay/Veh:	97.6	24.6	24.6	46.2	19.7	19.7	30.1	38.3	38.3	48.3	46.1	74.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	24.6	24.6	46.2	19.7	19.7	30.1	38.3	38.3	48.3	46.1	74.4
LOS by Move:	F	C	C	D	B	B	C	D	D	D	D	E
HCM2kAvgQ:	3	14	14	7	21	21	7	14	14	2	1	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.328
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	130.1
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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	76	766	463		730	1016	149		401	1157	74		415	1370	295	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	44	339	42		11	415	26		28	95	45		40	91	6	
Initial Fut:	120	1105	505		741	1431	175		429	1252	119		455	1461	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	120	1105	505		741	1431	175		429	1252	119		455	1461	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	1105	505		741	1431	175		429	1252	119		455	1461	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	120	1105	505		741	1431	175		429	1252	119		455	1461	301	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.91	0.95		0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.67	0.33		2.00	1.83	0.17		2.00	2.49	0.51	
Final Sat.:	1700	5187	1800		1700	4810	590		3200	3287	313		3200	4479	921	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.21	0.28		0.44	0.30	0.30		0.13	0.38	0.38		0.14	0.33	0.33	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.10	0.21	0.21		0.33	0.44	0.44		0.11	0.29	0.29		0.11	0.28	0.28	
Volume/Cap:	0.68	1.01	1.33		1.33	0.68	0.68		1.17	1.33	1.33		1.33	1.17	1.17	
Delay/Veh:	62.4	76.7	212.2		200.0	28.0	28.0		154.5	197	197.2		220.1	127	126.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	62.4	76.7	212.2		200.0	28.0	28.0		154.5	197	197.2		220.1	127	126.6	
LOS by Move:	E	E	F		F	C	C		F	F	F		F	F	F	
HCM2kAvgQ:	6	21	38		57	17	17		17	50	50		20	37	37	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.0
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	1169	49		158	1167	0		0	0	0		67	0	63	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	425	0		0	500	0		0	0	0		0	0	0	
Initial Fut:	0	1594	49		158	1667	0		0	0	0		67	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:	0	1594	49		158	1667	0		0	0	0		67	0	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1594	49		158	1667	0		0	0	0		67	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.:	0	1594	49		158	1667	0		0	0	0		67	0	63	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.91	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.91	0.09		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	5238	162		1700	5187	0		0	0	0		1700	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.09	0.32	0.00		0.00	0.00	0.00		0.04	0.00	0.03	
Crit Moves:						****							****			
Green/Cycle:	0.00	0.86	0.86		0.86	0.86	0.00		0.00	0.00	0.00		0.10	0.00	0.10	
Volume/Cap:	0.00	0.36	0.36		0.11	0.38	0.00		0.00	0.00	0.00		0.38	0.00	0.33	
Delay/Veh:	0.0	1.6	1.6		1.2	1.6	0.0		0.0	0.0	0.0		43.0	0.0	42.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	1.6	1.6		1.2	1.6	0.0		0.0	0.0	0.0		43.0	0.0	42.6	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	4	4		1	4	0		0	0	0		3	0	2	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	123	836	73	349	1048	110	147	246	56	34	199	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	299	0	0	374	126	126	0	0	0	0	0
Initial Fut:	123	1135	73	349	1422	236	273	246	56	34	199	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:	123	1135	73	349	1422	236	273	246	56	34	199	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1135	73	349	1422	236	273	246	56	34	199	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.:	123	1135	73	349	1422	236	273	246	56	34	199	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.82	0.18	1.00	2.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5073	327	1700	4631	769	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.21	0.31	0.31	0.16	0.14	0.03	0.02	0.11	0.14
Crit Moves:		****		****			****					
Green/Cycle:	0.13	0.36	0.36	0.33	0.55	0.55	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.55	0.63	0.63	0.63	0.55	0.55	0.63	0.53	0.12	0.08	0.43	0.53
Delay/Veh:	43.8	27.3	27.3	30.7	14.6	14.6	35.9	33.3	28.7	28.3	31.7	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	27.3	27.3	30.7	14.6	14.6	35.9	33.3	28.7	28.3	31.7	33.2
LOS by Move:	D	C	C	C	B	B	D	C	C	C	C	C
HCM2kAvgQ:	5	11	11	11	12	12	9	7	1	1	6	7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Del Amo Circle/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.7
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	112	49	77	291	58	54	152	1307	94	121	1159	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	259	0	0	0	0	0	0	37	242	0	33	0
Initial Fut:	371	49	77	291	58	54	152	1344	336	121	1192	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	371	49	77	291	58	54	152	1344	336	121	1192	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	49	77	291	58	54	152	1344	336	121	1192	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	371	49	77	291	58	54	152	1344	336	121	1192	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95	0.84	0.91	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5187	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.22	0.03	0.04	0.17	0.02	0.03	0.09	0.26	0.19	0.04	0.23	0.10
Crit Moves:	****					****	****				****	
Green/Cycle:	0.35	0.08	0.08	0.32	0.05	0.05	0.15	0.45	0.45	0.07	0.37	0.37
Volume/Cap:	0.62	0.34	0.53	0.53	0.33	0.62	0.62	0.57	0.41	0.57	0.62	0.26
Delay/Veh:	28.6	44.0	46.4	28.8	47.2	59.4	44.8	20.6	18.8	49.2	26.2	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	44.0	46.4	28.8	47.2	59.4	44.8	20.6	18.8	49.2	26.2	22.1
LOS by Move:	C	D	D	C	D	E	D	C	B	D	C	C
HCM2kAvgQ:	11	2	3	8	1	3	6	11	7	3	11	4

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.4
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	199	2	144	10	10	21	37	1500	133	201	1164	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	14	5	0	0	311	0	0	305	13
Initial Fut:	199	6	144	24	15	21	37	1811	133	201	1469	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:	199	6	144	24	15	21	37	1811	133	201	1469	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	6	144	24	15	21	37	1811	133	201	1469	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.:	199	6	144	24	15	21	37	1811	133	201	1469	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.91	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5187	1800	1700	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.08	0.01	0.01	0.01	0.02	0.35	0.07	0.12	0.28	0.01
Crit Moves:	****							****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.49	0.01	0.33	0.06	0.04	0.05	0.03	0.49	0.10	0.16	0.39	0.02
Delay/Veh:	33.5	28.9	31.8	29.3	29.1	29.2	4.0	6.2	4.3	4.5	5.6	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	28.9	31.8	29.3	29.1	29.2	4.0	6.2	4.3	4.5	5.6	4.0
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	6	0	4	1	0	1	0	9	1	2	7	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	32.7
Optimal Cycle:	82	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	2	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 1645-1745												
Base Vol:	0	0	0	201	0	161	150	1762	0	0	1783	119
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	207	0	166	155	1815	0	0	1837	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	4	0	0	0	85	0	0	58	4
Initial Fut:	0	0	0	211	0	166	155	1900	0	0	1895	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:	0	0	0	211	0	166	155	1900	0	0	1895	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	211	0	166	155	1900	0	0	1895	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.:	0	0	0	211	0	166	155	1900	0	0	1895	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.91	0.95	0.89	0.91	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5187	0	0	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.09	0.37	0.00	0.00	0.37	0.07
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.42	0.42	0.00	0.00	0.42	0.52
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.88	0.22	0.88	0.00	0.00	0.88	0.13
Delay/Veh:	0.0	0.0	0.0	46.6	0.0	77.8	18.8	31.1	0.0	0.0	31.2	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.6	0.0	77.8	18.8	31.1	0.0	0.0	31.2	12.4
LOS by Move:	A	A	A	D	A	E	B	C	A	A	C	B
HCM2kAvgQ:	0	0	0	5	0	8	3	23	0	0	23	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: E[47.1]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Ignore				
Lanes:	1	1	1	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800																				
Base Vol:	12	3	6	65	2	225	49	550	2	5	665	42								
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	12	3	6	67	2	232	50	567	2	5	685	43								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
APPRVD PROJ:	0	0	0	0	0	0	0	185	0	0	177	0								
Initial Fut:	12	3	6	67	2	232	50	752	2	5	862	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	0.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	12	3	6	67	2	232	50	752	2	5	862	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	12	3	6	67	2	232	50	752	2	5	862	0								
Critical Gap Module:																				
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	1295	1725	376	1351	1727	431	862	xxxx	xxxxx	754	xxxx	xxxxx								
Potent Cap.:	122	90	627	111	90	578	789	xxxx	xxxxx	865	xxxx	xxxxx								
Move Cap.:	68	84	627	101	83	578	789	xxxx	xxxxx	865	xxxx	xxxxx								
Volume/Cap:	0.18	0.04	0.01	0.66	0.02	0.40	0.06	xxxx	xxxx	0.01	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.3	0.0	xxxxx	3.3	0.1	1.9	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	63.4	48.6	xxxxx	92.9	49.3	15.3	9.9	xxxx	xxxxx	9.2	xxxx	xxxxx								
LOS by Move:	F	E	*	F	E	C	A	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	70	xxxx	273	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.3	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	62.3	xxxx	18.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	F	*	C	*	*	*	*	*	*	*	*	*								
ApproachDel:	47.1			32.8			xxxxxx			xxxxxx										
ApproachLOS:	E			D			*			*										

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module: >> Count Date: 12 May 2005 << 1645-1745																								
Base Vol:	10		16		105		35		41		43		12		1359		24		84		1441		15	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	10		16		108		36		42		44		12		1400		25		87		1485		15	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		0		0		0		0		124		0		0		122		0	
Initial Fut:	10		16		108		36		42		44		12		1524		25		87		1607		15	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	10		16		108		36		42		44		12		1524		25		87		1607		15	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	10		16		108		36		42		44		12		1524		25		87		1607		15	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	10		16		108		36		42		44		12		1524		25		87		1607		15	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.38		0.62		1.00		1.00		1.00		1.00		1.00		2.95		0.05		1.00		2.97		0.03	
Final Sat.:	692		1108		1800		1700		1800		1800		1700		5314		86		1700		5349		51	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.06		0.02		0.02		0.02		0.01		0.29		0.29		0.05		0.30		0.30	
Crit Moves:					****										****				****					
Green/Cycle:	0.14		0.14		0.14		0.14		0.14		0.14		0.02		0.68		0.68		0.12		0.78		0.78	
Volume/Cap:	0.10		0.10		0.42		0.15		0.17		0.17		0.39		0.42		0.42		0.42		0.39		0.39	
Delay/Veh:	37.5		37.5		40.3		37.9		38.0		38.1		56.0		7.4		7.4		42.2		3.5		3.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	37.5		37.5		40.3		37.9		38.0		38.1		56.0		7.4		7.4		42.2		3.5		3.5	
LOS by Move:	D		D		D		D		D		D		E		A		A		D		A		A	
HCM2kAvgQ:	1		1		4		1		1		1		1		8		8		3		6		6	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #62 Doty Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.292
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.6
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 1!	0 0	0	1 1	0 0	0	0 2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 1700-1800												
Base Vol:	0	0	0	24	0	28	55	643	0	0	874	29
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	25	0	29	57	662	0	0	900	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	29	57	662	0	0	900	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	0	0	25	0	29	57	662	0	0	900	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	29	57	662	0	0	900	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	0	0	25	0	29	57	662	0	0	900	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	0.16	1.84	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	831	0	969	284	3316	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.20	0.20	0.00	0.00	0.25	0.02
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.86	0.86	0.00	0.00	0.86	0.86
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.29	0.23	0.23	0.00	0.00	0.29	0.02
Delay/Veh:	0.0	0.0	0.0	42.4	0.0	42.4	1.3	1.3	0.0	0.0	1.4	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.4	0.0	42.4	1.3	1.3	0.0	0.0	1.4	1.0
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	2	2	0	0	3	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	24.4
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	252	7	165	116	4	219	62	1183	106	76	1073	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	10	0	0	8	0
Initial Fut:	252	7	165	116	4	219	62	1193	106	76	1081	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:	252	7	165	116	4	219	62	1193	106	76	1081	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	7	165	116	4	219	62	1193	106	76	1081	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.:	252	7	165	116	4	219	62	1193	106	76	1081	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.95	0.05	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3403	97	1800	1700	33	1767	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.09	0.07	0.12	0.12	0.04	0.33	0.06	0.04	0.30	0.01
Crit Moves:			****			****		****		****		
Green/Cycle:	0.14	0.14	0.14	0.19	0.19	0.19	0.06	0.51	0.51	0.07	0.52	0.52
Volume/Cap:	0.52	0.52	0.64	0.35	0.64	0.64	0.58	0.64	0.11	0.64	0.58	0.03
Delay/Veh:	40.7	40.7	46.0	35.6	41.3	41.3	53.0	18.4	12.6	56.8	16.8	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	40.7	46.0	35.6	41.3	41.3	53.0	18.4	12.6	56.8	16.8	11.6
LOS by Move:	D	D	D	D	D	D	D	B	B	E	B	B
HCM2kAvgQ:	5	5	6	4	8	8	3	14	2	4	12	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
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	1	0	0	1	1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	9	1	14	0	1613	22	2	1730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	139	0	0	170	0
Initial Fut:	0	0	0	9	1	14	0	1752	22	2	1900	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	1752	22	2	1900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	9	1	14	0	1752	22	2	1900	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	1752	22	2	1900	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.90	0.10	1.00	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	0	0	0	1620	180	1800	0	3556	44	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.49	0.49	0.00	0.53	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.01	0.01	0.01	0.00	0.95	0.95	0.95	0.95	0.00
Volume/Cap:	0.00	0.00	0.00	0.40	0.40	0.56	0.00	0.52	0.52	0.00	0.56	0.00
Delay/Veh:	0.0	0.0	0.0	58.7	58.7	73.5	0.0	0.4	0.4	0.1	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.7	58.7	73.5	0.0	0.4	0.4	0.1	0.5	0.0
LOS by Move:	A	A	A	E	E	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	1	1	0	4	4	0	4	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	0	2	0	0	0
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	94	0	56	94	450	0	0	685	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	823	0	0	772	0
Initial Fut:	0	0	0	94	0	56	94	1273	0	0	1457	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:	0	0	0	94	0	56	94	1273	0	0	1457	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	0	56	94	1273	0	0	1457	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.:	0	0	0	94	0	56	94	1273	0	0	1457	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.06	0.35	0.00	0.00	0.40	0.07
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.84	0.84	0.00	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.27	0.07	0.42	0.00	0.00	0.48	0.08
Delay/Veh:	0.0	0.0	0.0	43.3	0.0	41.1	1.3	2.0	0.0	0.0	2.1	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.3	0.0	41.1	1.3	2.0	0.0	0.0	2.1	1.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	1	5	0	0	6	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	63	55	73		102	69	29		34	1047	64		115	1330	121	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	81	0		0	68	0	
Initial Fut:	63	55	73		102	69	29		34	1128	64		115	1398	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:	63	55	73		102	69	29		34	1128	64		115	1398	121	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	55	73		102	69	29		34	1128	64		115	1398	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.:	63	55	73		102	69	29		34	1128	64		115	1398	121	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.54	0.46	1.00		0.60	0.40	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	963	837	1800		1073	727	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.04		0.10	0.10	0.02		0.02	0.31	0.04		0.07	0.39	0.07	
Crit Moves:						****								****		
Green/Cycle:	0.19	0.19	0.19		0.19	0.19	0.19		0.77	0.77	0.77		0.77	0.77	0.77	
Volume/Cap:	0.35	0.35	0.22		0.50	0.50	0.08		0.03	0.41	0.05		0.09	0.50	0.09	
Delay/Veh:	35.8	35.8	34.6		37.6	37.6	33.6		2.7	3.9	2.7		2.8	4.4	2.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.8	35.8	34.6		37.6	37.6	33.6		2.7	3.9	2.7		2.8	4.4	2.8	
LOS by Move:	D	D	C		D	D	C		A	A	A		A	A	A	
HCM2kAvgQ:	4	4	2		5	5	1		0	6	0		1	9	1	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	63	0	55		0	0	0		0	1526	56		18	1650	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	27		0	0	0		0	34	0		69	80	0	
Initial Fut:	63	0	82		0	0	0		0	1560	56		87	1730	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:	63	0	82		0	0	0		0	1560	56		87	1730	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	0	82		0	0	0		0	1560	56		87	1730	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.:	63	0	82		0	0	0		0	1560	56		87	1730	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1700	0	1800		0	0	0		0	3600	1800		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.05		0.00	0.00	0.00		0.00	0.43	0.03		0.05	0.48	0.00	
Crit Moves:			****											****		
Green/Cycle:	0.08	0.00	0.08		0.00	0.00	0.00		0.00	0.88	0.88		0.88	0.88	0.00	
Volume/Cap:	0.45	0.00	0.55		0.00	0.00	0.00		0.00	0.49	0.04		0.06	0.55	0.00	
Delay/Veh:	45.9	0.0	48.3		0.0	0.0	0.0		0.0	1.5	0.8		0.8	1.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.9	0.0	48.3		0.0	0.0	0.0		0.0	1.5	0.8		0.8	1.7	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	3		0	0	0		0	6	0		0	7	0	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	93	0	90	4	0	7	3	1551	65	68	1078	2								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
APPRVD PROJ:	0	0	0	0	0	0	0	10	0	0	8	0								
Initial Fut:	93	0	90	4	0	7	3	1561	65	68	1086	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:	93	0	90	4	0	7	3	1561	65	68	1086	2								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	93	0	90	4	0	7	3	1561	65	68	1086	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.:	93	0	90	4	0	7	3	1561	65	68	1086	2								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.91	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95								
Lanes:	1.52	0.00	1.48	0.36	0.00	0.64	1.00	2.00	1.00	1.00	2.00	1.00								
Final Sat.:	2632	0	2668	655	0	1145	1700	3600	1800	1700	3600	1800								
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.00	0.03	0.01	0.00	0.01	0.00	0.43	0.04	0.04	0.30	0.00								
Crit Moves:	****			****				****												
Green/Cycle:	0.07	0.00	0.07	0.01	0.00	0.01	0.86	0.86	0.86	0.86	0.86	0.86								
Volume/Cap:	0.51	0.00	0.48	0.51	0.00	0.51	0.00	0.51	0.04	0.04	0.35	0.00								
Delay/Veh:	46.0	0.0	45.7	66.5	0.0	66.5	1.0	1.9	1.1	1.1	1.5	1.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	46.0	0.0	45.7	66.5	0.0	66.5	1.0	1.9	1.1	1.1	1.5	1.0								
LOS by Move:	D	A	D	E	A	E	A	A	A	A	A	A								
HCM2kAvgQ:	3	0	3	1	0	1	0	7	0	0	4	0								

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected						Protected					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	103	11	229	22	14	18	5	1912	13	15	1186	6								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
APPRVD PROJ:	0	0	0	0	0	0	0	139	0	0	159	0								
Initial Fut:	103	11	229	22	14	18	5	2051	13	15	1345	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:	103	11	229	22	14	18	5	2051	13	15	1345	6								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	103	11	229	22	14	18	5	2051	13	15	1345	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.:	103	11	229	22	14	18	5	2051	13	15	1345	6								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95								
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.98	0.02	1.00	2.00	1.00								
Final Sat.:	1700	1800	1800	1700	813	987	1700	5365	35	1700	3600	1800								
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.01	0.13	0.01	0.02	0.02	0.00	0.38	0.38	0.01	0.37	0.00								
Crit Moves:			****					****			****									
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.01	0.69	0.69	0.02	0.70	0.70								
Volume/Cap:	0.26	0.03	0.55	0.06	0.08	0.08	0.53	0.55	0.55	0.55	0.53	0.00								
Delay/Veh:	31.9	29.8	35.5	30.1	30.2	30.2	95.9	7.8	7.8	70.4	7.2	4.4								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	31.9	29.8	35.5	30.1	30.2	30.2	95.9	7.8	7.8	70.4	7.2	4.4								
LOS by Move:	C	C	D	C	C	C	F	A	A	E	A	A								
HCM2kAvgQ:	3	0	7	1	1	1	1	11	11	1	10	0								

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	87	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	134	1766	537	103	1903	157	144	434	22	441	408	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	281	0	0	294	0	0	3	0	0	5	0
Initial Fut:	134	2047	537	103	2197	157	144	437	22	441	413	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	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:	134	2047	537	103	2197	157	144	437	22	441	413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2047	537	103	2197	157	144	437	22	441	413	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.:	134	2047	537	103	2197	157	144	437	22	441	413	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.84	0.92	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.74	0.26	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1700	5187	1800	3200	6522	465	1700	3430	170	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.30	0.03	0.34	0.34	0.08	0.13	0.13	0.26	0.11	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.45	0.45	0.04	0.39	0.39	0.15	0.15	0.15	0.30	0.30	0.00
Volume/Cap:	0.86	0.88	0.67	0.88	0.86	0.86	0.57	0.86	0.86	0.86	0.38	0.00
Delay/Veh:	89.0	34.7	28.3	106.5	36.4	36.4	48.3	60.4	60.4	53.2	33.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	34.7	28.3	106.5	36.4	36.4	48.3	60.4	60.4	53.2	33.3	0.0
LOS by Move:	F	C	C	F	D	D	D	E	E	D	C	A
HCM2kAvgQ:	8	28	17	4	24	24	6	11	11	20	6	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.5
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	236	2040	276	110	1635	24	0	881	283	419	840	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	281	0	0	294	0	0	0	1	1	0	0
Initial Fut:	237	2321	276	110	1929	24	0	881	284	420	840	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:	237	2321	276	110	1929	24	0	881	284	420	840	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	2321	276	110	1929	24	0	881	284	420	840	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.:	237	2321	276	110	1929	24	0	881	284	420	840	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.92	0.95	0.84	0.92	0.95	0.89	0.91	0.95	0.84	0.95	0.95
Lanes:	2.00	3.59	0.41	2.00	3.95	0.05	0.00	3.00	1.00	2.00	1.88	0.12
Final Sat.:	3200	6243	743	3200	6902	85	0	5187	1800	3200	3388	212
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.03	0.28	0.28	0.00	0.17	0.16	0.13	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.48	0.48	0.04	0.42	0.42	0.00	0.22	0.22	0.17	0.39	0.39
Volume/Cap:	0.67	0.77	0.77	0.77	0.67	0.67	0.00	0.77	0.72	0.77	0.64	0.64
Delay/Veh:	56.3	26.8	26.8	79.1	29.0	29.0	0.0	47.3	49.6	54.3	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	26.8	26.8	79.1	29.0	29.0	0.0	47.3	49.6	54.3	30.6	30.6
LOS by Move:	E	C	C	E	C	C	A	D	D	D	C	C
HCM2kAvgQ:	6	22	22	4	16	16	0	13	11	11	14	14

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	183	2216	25	120	2280	92	237	26	93	25	14	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	282	0	0	296	0	0	0	0	0	0	0
Initial Fut:	183	2498	25	120	2576	92	237	26	93	25	14	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:	183	2498	25	120	2576	92	237	26	93	25	14	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	2498	25	120	2576	92	237	26	93	25	14	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.:	183	2498	25	120	2576	92	237	26	93	25	14	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.92	0.95	0.89	0.91	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.96	0.04	1.00	4.00	1.00	1.81	0.19	1.00	0.63	0.37	1.00
Final Sat.:	3200	6918	68	1700	6916	1800	3157	343	1800	1137	663	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.07	0.37	0.05	0.08	0.08	0.05	0.02	0.02	0.01
Crit Moves:		****			****			****			****	
Green/Cycle:	0.10	0.62	0.62	0.12	0.64	0.64	0.13	0.13	0.13	0.04	0.04	0.04
Volume/Cap:	0.58	0.59	0.59	0.59	0.58	0.08	0.59	0.59	0.40	0.59	0.59	0.26
Delay/Veh:	46.0	11.8	11.8	46.1	10.7	7.0	43.1	43.1	41.2	60.3	60.3	48.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	11.8	11.8	46.1	10.7	7.0	43.1	43.1	41.2	60.3	60.3	48.9
LOS by Move:	D	B	B	D	B	A	D	D	D	E	E	D
HCM2kAvgQ:	4	13	13	5	13	1	5	5	3	2	2	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module: >> Count Date: 6 Apr 2005 << 1700-1800												
Base Vol:	232	2447	81	227	2450	68	41	425	14	129	502	85
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	239	2521	83	234	2524	70	42	438	14	133	517	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	282	0	0	296	0	0	34	0	0	224	0
Initial Fut:	239	2803	83	234	2820	70	42	472	14	133	741	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:	239	2803	83	234	2820	70	42	472	14	133	741	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	2803	83	234	2820	70	42	472	14	133	741	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.:	239	2803	83	234	2820	70	42	472	14	133	741	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.89	0.11	1.00	3.91	0.09	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1700	6785	202	1700	6817	169	1700	3600	1800	1700	3220	380
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.41	0.14	0.41	0.41	0.02	0.13	0.01	0.08	0.23	0.23
Crit Moves:	****				****						****	
Green/Cycle:	0.17	0.49	0.49	0.16	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.84	0.84	0.84	0.84	0.84	0.84	0.09	0.48	0.03	0.29	0.84	0.84
Delay/Veh:	67.9	28.0	28.0	67.6	28.4	28.4	32.5	36.8	31.9	34.7	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	28.0	28.0	67.6	28.4	28.4	32.5	36.8	31.9	34.7	47.7	47.7
LOS by Move:	E	C	C	E	C	C	C	D	C	C	D	D
HCM2kAvgQ:	12	27	27	12	27	27	1	8	0	4	18	18

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	112	2770	87				53	2615	7				25	5	48				83	8	40			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	282	0				0	296	0				0	0	0				0	0	0			
Initial Fut:	112	3052	87				53	2911	7				25	5	48				83	8	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:	112	3052	87				53	2911	7				25	5	48				83	8	40			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	112	3052	87				53	2911	7				25	5	48				83	8	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.:	112	3052	87				53	2911	7				25	5	48				83	8	40			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.92	0.95				0.89	0.92	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	3.89	0.11				1.00	3.99	0.01				0.83	0.17	1.00				0.91	0.09	1.00			
Final Sat.:	1700	6794	193				1700	6970	17				1490	310	1800				1638	162	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.45	0.45				0.03	0.42	0.42				0.02	0.02	0.03				0.05	0.05	0.02			
Crit Moves:	****							****												****				
Green/Cycle:	0.11	0.78	0.78				0.05	0.72	0.72				0.09	0.09	0.09				0.09	0.09	0.09			
Volume/Cap:	0.58	0.58	0.58				0.58	0.58	0.58				0.19	0.19	0.31				0.58	0.58	0.25			
Delay/Veh:	46.5	4.6	4.6				55.0	7.0	7.0				42.9	42.9	43.9				49.2	49.2	43.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	46.5	4.6	4.6				55.0	7.0	7.0				42.9	42.9	43.9				49.2	49.2	43.4			
LOS by Move:	D	A	A				E	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	5	11	11				3	12	12				1	1	2				4	4	1			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 103 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	4	0	1		2	0	4	0	1		2	0	2	0	1		2	0	2	0	1	
Volume Module: >> Count Date: 26 Apr 2005 << 1700-1800																								
Base Vol:	364	2301	356				90	1970	235				227	685	442				364	841	130			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	375	2371	367				93	2030	242				234	706	455				375	866	134			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	280	2				3	293	0				0	179	0				1	237	2			
Initial Fut:	375	2651	369				96	2323	242				234	885	455				376	1103	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:	375	2651	369				96	2323	242				234	885	455				376	1103	136			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	375	2651	369				96	2323	242				234	885	455				376	1103	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.:	375	2651	369				96	2323	242				234	885	455				376	1103	136			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.91	0.95				0.84	0.91	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	4.00	1.00				2.00	4.00	1.00				2.00	2.00	1.00				2.00	2.00	1.00			
Final Sat.:	3200	6916	1800				3200	6916	1800				3200	3600	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.38	0.20				0.03	0.34	0.13				0.07	0.25	0.25				0.12	0.31	0.08			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.13	0.47	0.61				0.04	0.38	0.38				0.08	0.29	0.29				0.13	0.34	0.34			
Volume/Cap:	0.89	0.81	0.34				0.81	0.89	0.36				0.89	0.85	0.87				0.87	0.89	0.22			
Delay/Veh:	71.9	28.9	11.9				90.9	39.5	27.3				83.9	46.5	55.1				68.1	45.8	28.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	71.9	28.9	11.9				90.9	39.5	27.3				83.9	46.5	55.1				68.1	45.8	28.1			
LOS by Move:	E	C	B				F	D	C				F	D	E				E	D	C			
HCM2kAvgQ:	11	25	7				4	25	7				8	19	20				11	24	4			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	18	2556	54		269	2305	35		10	11	30		35	8	219	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	282	0		0	294	0		0	0	0		0	0	0	
Initial Fut:	18	2838	54		269	2599	35		10	11	30		35	8	219	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	2838	54		269	2599	35		10	11	30		35	8	219	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	2838	54		269	2599	35		10	11	30		35	8	219	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	2838	54		269	2599	35		10	11	30		35	8	219	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.91	0.95		0.84	0.92	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	4.00	1.00		2.00	3.95	0.05		0.48	0.52	1.00		0.81	0.19	1.00	
Final Sat.:	1700	6916	1800		3200	6894	93		857	943	1800		1457	343	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.41	0.03		0.08	0.38	0.38		0.01	0.01	0.02		0.02	0.02	0.12	
Crit Moves:		****				****										****
Green/Cycle:	0.02	0.63	0.63		0.13	0.73	0.73		0.19	0.19	0.19		0.19	0.19	0.19	
Volume/Cap:	0.51	0.66	0.05		0.66	0.51	0.51		0.06	0.06	0.09		0.13	0.13	0.66	
Delay/Veh:	61.2	12.2	7.2		45.3	5.8	5.8		33.6	33.6	33.8		34.1	34.1	42.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.2	12.2	7.2		45.3	5.8	5.8		33.6	33.6	33.8		34.1	34.1	42.4	
LOS by Move:	E	B	A		D	A	A		C	C	C		C	C	D	
HCM2kAvgQ:	1	16	1		6	10	10		1	1	1		1	1	8	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	46	2278	151		158	1995	39		23	25	65		159	37	169	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	282	0		0	294	0		0	0	0		0	0	0	
Initial Fut:	46	2560	151		158	2289	39		23	25	65		159	37	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:	46	2560	151		158	2289	39		23	25	65		159	37	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	46	2560	151		158	2289	39		23	25	65		159	37	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.:	46	2560	151		158	2289	39		23	25	65		159	37	169	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.91	0.95		0.84	0.92	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	4.00	1.00		2.00	3.93	0.07		0.48	0.52	1.00		0.87	0.20	0.93	
Final Sat.:	1700	6916	1800		3200	6869	118		861	939	1800		1566	366	1668	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.37	0.08		0.05	0.33	0.33		0.03	0.03	0.04		0.10	0.10	0.10	
Crit Moves:		****				****								****		
Green/Cycle:	0.06	0.65	0.65		0.09	0.68	0.68		0.18	0.18	0.18		0.18	0.18	0.18	
Volume/Cap:	0.49	0.57	0.13		0.57	0.49	0.49		0.15	0.15	0.20		0.57	0.57	0.57	
Delay/Veh:	49.7	9.7	6.6		46.5	7.5	7.5		34.8	34.8	35.3		38.7	38.7	38.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.7	9.7	6.6		46.5	7.5	7.5		34.8	34.8	35.3		38.7	38.7	38.7	
LOS by Move:	D	A	A		D	A	A		C	C	D		D	D	D	
HCM2kAvgQ:	2	12	2		4	9	9		1	1	2		6	6	6	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.6
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	157	2053	105	138	2089	103	267	422	103	268	689	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	160	0	0	229	65	0	822	0	0	706	122
Initial Fut:	157	2213	105	138	2318	168	267	1244	103	268	1395	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2213	105	138	2318	168	267	1244	103	268	1395	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2213	105	138	2318	168	267	1244	103	268	1395	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2213	105	138	2318	168	267	1244	103	268	1395	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.84	0.92	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.82	0.18	2.00	3.74	0.26	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6670	317	3200	6514	472	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.04	0.36	0.36	0.08	0.35	0.06	0.08	0.39	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.40	0.40	0.05	0.36	0.36	0.08	0.39	0.39	0.09	0.39	0.45
Volume/Cap:	0.98	0.82	0.82	0.82	0.98	0.98	0.98	0.90	0.15	0.90	0.98	0.40
Delay/Veh:	120.9	34.1	34.1	83.3	52.4	52.4	105.1	42.8	24.2	81.5	56.2	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.9	34.1	34.1	83.3	52.4	52.4	105.1	42.8	24.2	81.5	56.2	22.8
LOS by Move:	F	C	C	F	D	D	F	D	C	F	E	C
HCM2kAvgQ:	10	23	23	5	31	31	10	26	3	9	33	8

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.5
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	1	0 3	1 0	1	0 3	1 0	1	0 0	1 0		1	0 0	1 0	
Volume Module: >> Count Date: 24 Mar 2005 << 1630-1730														
Base Vol:	79	2739	47	90	2815	67	74	117	115		41	61	57	
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	81	2822	48	93	2900	69	76	121	118		42	63	59	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
APPRVD PROJ:	3	158	0	0	224	5	2	0	1		0	0	0	
Initial Fut:	84	2980	48	93	3124	74	78	121	119		42	63	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:	84	2980	48	93	3124	74	78	121	119		42	63	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	84	2980	48	93	3124	74	78	121	119		42	63	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.:	84	2980	48	93	3124	74	78	121	119		42	63	59	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.94	0.06	1.00	3.91	0.09	1.00	0.50	0.50		1.00	0.52	0.48	
Final Sat.:	1700	6875	112	1700	6825	162	1700	904	896		1700	931	869	
Capacity Analysis Module:														
Vol/Sat:	0.05	0.43	0.43	0.05	0.46	0.46	0.05	0.13	0.13		0.02	0.07	0.07	
Crit Moves:	****				****			****						
Green/Cycle:	0.07	0.65	0.65	0.08	0.66	0.66	0.19	0.19	0.19		0.19	0.19	0.19	
Volume/Cap:	0.70	0.67	0.67	0.67	0.70	0.70	0.24	0.70	0.70		0.13	0.35	0.35	
Delay/Veh:	61.7	11.4	11.4	56.6	11.3	11.3	34.6	43.8	43.8		33.7	35.7	35.7	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	61.7	11.4	11.4	56.6	11.3	11.3	34.6	43.8	43.8		33.7	35.7	35.7	
LOS by Move:	E	B	B	E	B	B	C	D	D		C	D	D	
HCM2kAvgQ:	4	16	16	4	17	17	2	9	9		1	4	4	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	148	2132	104	99	2380	75	68	111	75	66	98	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	161	0	0	225	0	0	0	0	0	0	0
Initial Fut:	148	2293	104	99	2605	75	68	111	75	66	98	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:	148	2293	104	99	2605	75	68	111	75	66	98	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2293	104	99	2605	75	68	111	75	66	98	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.:	148	2293	104	99	2605	75	68	111	75	66	98	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.83	0.17	1.00	3.89	0.11	1.00	0.60	0.40	1.00	0.54	0.46
Final Sat.:	1700	6683	303	1700	6791	196	1700	1074	726	1700	972	828
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.06	0.38	0.38	0.04	0.10	0.10	0.04	0.10	0.10
Crit Moves:	****				****			****				
Green/Cycle:	0.14	0.64	0.64	0.11	0.61	0.61	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.62	0.53	0.53	0.53	0.62	0.62	0.24	0.62	0.62	0.23	0.61	0.61
Delay/Veh:	45.7	9.7	9.7	45.1	12.4	12.4	36.7	42.9	42.9	36.6	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	9.7	9.7	45.1	12.4	12.4	36.7	42.9	42.9	36.6	42.3	42.3
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	11	11	4	14	14	2	7	7	2	6	6

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.997
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	58.7
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	405	1740	206	325	2024	132	531	930	261	413	1089	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	197	144	91	9	206	10	8	42	152	129	13	9
Initial Fut:	602	1884	297	334	2230	142	539	972	413	542	1102	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:	602	1884	297	334	2230	142	539	972	413	542	1102	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	1884	297	334	2230	142	539	972	413	542	1102	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.:	602	1884	297	334	2230	142	539	972	413	542	1102	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.60	0.40
Final Sat.:	3200	6916	1800	3200	6916	1800	3200	5187	1800	3200	4679	721
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.17	0.10	0.32	0.08	0.17	0.19	0.23	0.17	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.37	0.14	0.32	0.32	0.17	0.23	0.23	0.17	0.24	0.24
Volume/Cap:	1.00	0.74	0.45	0.74	1.00	0.24	1.00	0.81	0.98	0.98	1.00	1.00
Delay/Veh:	84.6	33.9	29.0	55.6	59.0	30.1	87.9	47.5	85.6	83.8	70.3	70.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.6	33.9	29.0	55.6	59.0	30.1	87.9	47.5	85.6	83.8	70.3	70.3
LOS by Move:	F	C	C	E	E	C	F	D	F	F	E	E
HCM2kAvgQ:	19	17	9	9	29	4	17	14	21	17	22	22

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.2
Optimal Cycle:	56	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	2 0	4	0 1	0 1	0	0 1	1 1	0	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 1700-1800												
Base Vol:	114	2299	45	64	2743	71	58	21	198	143	36	69
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	117	2369	46	66	2826	73	60	22	204	147	37	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	430	0	2	486	0	0	0	0	0	0	2
Initial Fut:	117	2799	46	68	3312	73	60	22	204	147	37	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:	117	2799	46	68	3312	73	60	22	204	147	37	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2799	46	68	3312	73	60	22	204	147	37	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.:	117	2799	46	68	3312	73	60	22	204	147	37	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.95	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.73	0.27	1.00	1.61	0.39	1.00
Final Sat.:	3200	6916	1800	3200	6916	1800	1322	478	1800	2796	704	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.03	0.02	0.48	0.04	0.05	0.05	0.11	0.05	0.05	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.68	0.68	0.04	0.67	0.67	0.11	0.11	0.16	0.07	0.07	0.11
Volume/Cap:	0.72	0.59	0.04	0.59	0.72	0.06	0.42	0.42	0.72	0.72	0.72	0.37
Delay/Veh:	60.8	8.6	5.1	55.5	11.1	5.8	43.3	43.3	48.4	54.6	54.6	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	8.6	5.1	55.5	11.1	5.8	43.3	43.3	48.4	54.6	54.6	42.5
LOS by Move:	E	A	A	E	B	A	D	D	D	D	D	D
HCM2kAvgQ:	4	13	0	2	18	1	3	3	8	5	5	3

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.1
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 << 1700-1800												
Base Vol:	55	2267	51	167	2810	82	96	28	107	148	44	127
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	57	2336	53	172	2895	84	99	29	110	152	45	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	10	414	0	0	459	13	8	0	7	0	0	0
Initial Fut:	67	2750	53	172	3354	97	107	29	117	152	45	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:	67	2750	53	172	3354	97	107	29	117	152	45	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2750	53	172	3354	97	107	29	117	152	45	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.:	67	2750	53	172	3354	97	107	29	117	152	45	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.84	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.93	0.07	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6856	131	3200	6916	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.05	0.48	0.05	0.06	0.02	0.07	0.09	0.03	0.07
Crit Moves:	****				****					****		
Green/Cycle:	0.06	0.69	0.69	0.09	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.67	0.58	0.58	0.58	0.67	0.07	0.47	0.12	0.48	0.67	0.19	0.54
Delay/Veh:	62.0	8.1	8.1	46.3	7.6	4.0	41.5	38.1	41.3	48.5	38.5	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	8.1	8.1	46.3	7.6	4.0	41.5	38.1	41.3	48.5	38.5	42.2
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	12	12	4	16	1	4	1	4	6	1	5

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.217
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	96.0
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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	160	1947		173	1008	2182		60	186	522		60	385	611		291
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	30	117		79	281	154		3	4	190		14	81	191		290
Initial Fut:	190	2064		252	1289	2336		63	190	712		74	466	802		581
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	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	2064		252	1289	2336		63	190	712		74	466	802		581
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	190	2064		252	1289	2336		63	190	712		74	466	802		581
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	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	2064		252	1289	2336		63	190	712		74	466	802		581
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.91		0.95	0.84	0.92		0.95	0.89	0.95		0.95	0.84	0.91		0.95
Lanes:	1.00	4.00		1.00	2.00	3.90		0.10	1.00	1.81		0.19	2.00	3.00		1.00
Final Sat.:	1700	6916		1800	3200	6804		183	1700	3262		338	3200	5187		1800
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30		0.14	0.40	0.34		0.34	0.11	0.22		0.22	0.15	0.15		0.32
Crit Moves:		****			****				****							****
Green/Cycle:	0.14	0.25		0.25	0.33	0.43		0.43	0.09	0.21		0.21	0.14	0.27		0.27
Volume/Cap:	0.79	1.22		0.57	1.22	0.79		0.79	1.22	1.02		1.02	1.02	0.58		1.22
Delay/Veh:	65.8	149		41.5	146.5	30.6		30.6	196.4	84.6		84.6	98.5	39.0		159.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	65.8	149		41.5	146.5	30.6		30.6	196.4	84.6		84.6	98.5	39.0		159.6
LOS by Move:	E	F		D	F	C		C	F	F		F	F	D		F
HCM2kAvgQ:	10	36		9	47	22		22	15	22		22	15	10		38

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	69	2031		101	106	2054		186	132	29		91	130	32		93
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	218		4	7	241		0	0	0		0	5	0		9
Initial Fut:	69	2249		105	113	2295		186	132	29		91	135	32		102
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:	69	2249		0	113	2295		186	132	29		91	135	32		102
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	69	2249		0	113	2295		186	132	29		91	135	32		102
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.:	69	2249		0	113	2295		186	132	29		91	135	32		102
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.84	0.91		0.95	0.84	0.91		0.95	0.89	0.95		0.95	0.95	0.95		0.95
Lanes:	2.00	4.00		1.00	2.00	4.00		1.00	1.00	0.24		0.76	1.00	0.24		0.76
Final Sat.:	3200	6916		1800	3200	6916		1800	1700	434		1366	1800	430		1370
Capacity Analysis Module:																
Vol/Sat:	0.02	0.33		0.00	0.04	0.33		0.10	0.08	0.07		0.07	0.07	0.07		0.07
Crit Moves:		****			****				****							
Green/Cycle:	0.05	0.68		0.00	0.07	0.71		0.71	0.16	0.16		0.16	0.16	0.16		0.16
Volume/Cap:	0.47	0.48		0.00	0.48	0.47		0.15	0.48	0.41		0.41	0.46	0.46		0.46
Delay/Veh:	48.8	7.5		0.0	45.9	6.3		4.7	39.3	38.5		38.5	38.4	38.4		38.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	48.8	7.5		0.0	45.9	6.3		4.7	39.3	38.5		38.5	38.4	38.4		38.4
LOS by Move:	D	A		A	D	A		A	D	D		D	D	D		D
HCM2kAvgQ:	2	9		0	3	8		2	5	4		4	4	4		4

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.061
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.8
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	233	1686	819	304	1719	291	358	927	121	665	1066	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	185	4	24	205	17	17	56	0	3	39	15
Initial Fut:	233	1871	823	328	1924	308	375	983	121	668	1105	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:	233	1871	823	328	1924	308	375	983	121	668	1105	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1871	823	328	1924	308	375	983	121	668	1105	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.:	233	1871	823	328	1924	308	375	983	121	668	1105	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.67	0.33	2.00	2.51	0.49
Final Sat.:	3200	6916	1800	3200	6916	1800	3200	4810	590	3200	4521	879
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.46	0.10	0.28	0.17	0.12	0.20	0.20	0.21	0.24	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.11	0.43	0.43	0.10	0.42	0.42	0.13	0.19	0.19	0.20	0.26	0.26
Volume/Cap:	0.67	0.63	1.06	1.06	0.67	0.41	0.93	1.06	1.06	1.06	0.93	0.93
Delay/Veh:	56.1	27.1	83.9	122.5	28.7	24.9	79.6	94.1	94.1	101.4	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	27.1	83.9	122.5	28.7	24.9	79.6	94.1	94.1	101.4	54.0	54.0
LOS by Move:	E	C	F	F	C	C	E	F	F	F	D	D
HCM2kAvgQ:	6	15	43	12	16	8	12	21	21	22	21	21

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 3	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 12 May 2005 << 1645-1745												
Base Vol:	97	2666	172	241	2384	74	102	115	35	78	73	52
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	100	2747	177	248	2456	76	105	118	36	80	75	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	188	0	0	208	0	0	0	0	0	0	0
Initial Fut:	100	2935	177	248	2664	76	105	118	36	80	75	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:	100	2935	177	248	2664	76	105	118	36	80	75	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	2935	177	248	2664	76	105	118	36	80	75	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.:	100	2935	177	248	2664	76	105	118	36	80	75	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.78	0.22	1.00	3.89	0.11	0.47	0.53	1.00	0.52	0.48	1.00
Final Sat.:	1700	6589	398	1700	6792	194	846	954	1800	930	870	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.45	0.15	0.39	0.39	0.12	0.12	0.02	0.09	0.09	0.03
Crit Moves:		****		****				****				
Green/Cycle:	0.10	0.57	0.57	0.19	0.66	0.66	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.59	0.78	0.78	0.78	0.59	0.59	0.78	0.78	0.13	0.54	0.54	0.19
Delay/Veh:	48.7	17.5	17.5	50.1	9.7	9.7	53.0	53.0	36.2	40.7	40.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	17.5	17.5	50.1	9.7	9.7	53.0	53.0	36.2	40.7	40.7	36.7
LOS by Move:	D	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	21	21	10	13	13	9	9	1	5	5	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	58.9
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 << 1700-1800												
Base Vol:	211	2116	100	422	1863	123	111	501	121	233	661	637
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	217	2180	103	435	1919	127	114	516	125	240	681	656
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	188	0	0	208	0	0	10	1	0	8	0
Initial Fut:	218	2368	103	435	2127	127	114	526	126	240	689	656
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	2368	103	435	2127	127	114	526	126	240	689	656
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2368	103	435	2127	127	114	526	126	240	689	656
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	218	2368	103	435	2127	127	114	526	126	240	689	656
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.84	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.84	0.16	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6695	291	3200	5187	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.14	0.41	0.07	0.07	0.15	0.07	0.14	0.19	0.36
Crit Moves:	****				****		****					****
Green/Cycle:	0.12	0.37	0.37	0.14	0.39	0.39	0.06	0.21	0.21	0.20	0.35	0.35
Volume/Cap:	1.04	0.95	0.95	0.95	1.04	0.18	1.04	0.69	0.33	0.69	0.55	1.04
Delay/Veh:	125.5	44.5	44.5	79.4	67.5	23.8	153.0	46.5	40.6	50.1	31.8	85.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.5	44.5	44.5	79.4	67.5	23.8	153.0	46.5	40.6	50.1	31.8	85.5
LOS by Move:	F	D	D	E	E	C	F	D	D	D	C	F
HCM2kAvgQ:	14	29	29	13	38	3	9	11	4	10	11	34

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.3
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	23	1864	89	256	1957	45	57	21	26	272	34	642
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	0	0	0	0	0
Initial Fut:	23	2053	89	256	2166	45	57	21	26	272	34	642
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2053	89	256	2166	45	57	21	26	272	34	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2053	89	256	2166	45	57	21	26	272	34	642
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2053	89	256	2166	45	57	21	26	272	34	642
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.84	0.16	1.00	3.00	1.00	1.00	0.44	0.56	1.00	0.10	1.90
Final Sat.:	1700	6698	289	1700	5187	1800	1700	800	1000	1700	181	3419
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.15	0.42	0.03	0.03	0.03	0.03	0.16	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.41	0.41	0.20	0.60	0.60	0.05	0.05	0.05	0.25	0.25	0.46
Volume/Cap:	0.70	0.74	0.74	0.74	0.70	0.04	0.74	0.57	0.57	0.63	0.74	0.41
Delay/Veh:	108.5	30.7	30.7	53.1	17.3	9.9	87.9	65.6	65.6	42.8	44.4	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.5	30.7	30.7	53.1	17.3	9.9	87.9	65.6	65.6	42.8	44.4	21.9
LOS by Move:	F	C	C	D	B	A	F	E	E	D	D	C
HCM2kAvgQ:	2	19	19	11	20	1	4	3	3	11	13	9

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.0
Optimal Cycle:	127	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	1 0	2	0 3	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 28 Apr 2005 << 1700-1800												
Base Vol:	297	943	58	347	1324	463	243	830	270	236	1030	292
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	306	972	60	358	1364	477	250	855	278	243	1061	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	124	0	0	122	0
Initial Fut:	306	1161	60	358	1573	477	250	979	278	243	1183	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	1161	60	358	1573	477	250	979	278	243	1183	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	1161	60	358	1573	477	250	979	278	243	1183	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	306	1161	60	358	1573	477	250	979	278	243	1183	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.85	0.15	2.00	3.00	1.00	1.00	2.34	0.66	1.00	2.39	0.61
Final Sat.:	3200	5136	264	3200	5187	1800	1700	4205	1195	1700	4305	1095
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.11	0.30	0.27	0.15	0.23	0.23	0.14	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.29	0.29	0.14	0.33	0.33	0.16	0.29	0.29	0.18	0.30	0.30
Volume/Cap:	0.91	0.77	0.77	0.77	0.91	0.80	0.91	0.81	0.81	0.81	0.91	0.91
Delay/Veh:	81.2	41.2	41.2	57.3	46.2	43.8	81.7	43.2	43.2	62.9	48.6	48.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	41.2	41.2	57.3	46.2	43.8	81.7	43.2	43.2	62.9	48.6	48.6
LOS by Move:	F	D	D	E	D	D	F	D	D	E	D	D
HCM2kAvgQ:	10	16	16	9	24	19	14	17	17	12	22	22

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.0
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	12	1378	22	16	2026	19	19	18	18	19	20	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	0	0	0	0	0
Initial Fut:	12	1567	22	16	2235	19	19	18	18	19	20	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:	12	1567	22	16	2235	19	19	18	18	19	20	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1567	22	16	2235	19	19	18	18	19	20	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.:	12	1567	22	16	2235	19	19	18	18	19	20	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.98	0.02	0.51	0.49	1.00	0.49	0.51	1.00
Final Sat.:	1700	5326	74	1700	5356	44	926	874	1800	876	924	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.01	0.42	0.42	0.02	0.02	0.01	0.02	0.02	0.01
Crit Moves:					****						****	
Green/Cycle:	0.91	0.91	0.91	0.91	0.91	0.91	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.01	0.32	0.32	0.01	0.46	0.46	0.43	0.43	0.21	0.46	0.46	0.27
Delay/Veh:	0.4	0.6	0.6	0.4	0.7	0.7	50.0	50.0	47.2	50.4	50.4	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.6	0.6	0.4	0.7	0.7	50.0	50.0	47.2	50.4	50.4	47.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	2	0	4	4	2	2	1	2	2	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:	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
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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	19	1371	24		24	1978	35		25	40	36		24	31	25	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	189	0		0	209	0		0	0	0		0	0	0	
Initial Fut:	19	1560	24		24	2187	35		25	40	36		24	31	25	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	19	1560	24		24	2187	35		25	40	36		24	31	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1560	24		24	2187	35		25	40	36		24	31	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	19	1560	24		24	2187	35		25	40	36		24	31	25	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.96	0.04		1.00	2.95	0.05		0.49	0.80	0.71		1.00	1.00	1.00	
Final Sat.:	1700	5319	81		1700	5315	85		882	1433	1286		1700	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.29	0.29		0.01	0.41	0.41		0.03	0.03	0.03		0.01	0.02	0.01	
Crit Moves:	****					****				****						
Green/Cycle:	0.02	0.84	0.84		0.04	0.86	0.86		0.06	0.06	0.06		0.06	0.06	0.06	
Volume/Cap:	0.48	0.35	0.35		0.35	0.48	0.48		0.48	0.48	0.48		0.24	0.29	0.23	
Delay/Veh:	57.3	1.8	1.8		49.8	1.8	1.8		47.3	47.3	47.3		46.2	46.6	46.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.3	1.8	1.8		49.8	1.8	1.8		47.3	47.3	47.3		46.2	46.6	46.1	
LOS by Move:	E	A	A		D	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	1	4	4		1	6	6		2	2	2		1	1	1	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0	1	1	0 2	1	0	0	1 0	0	1	0	1	0	1
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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	61	1215	10		18	1761	278		157	7	67		18	9	20	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	189	0		0	209	0		0	0	0		0	0	0	
Initial Fut:	61	1404	10		18	1970	278		157	7	67		18	9	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:	61	1404	10		18	1970	278		157	7	67		18	9	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	1404	10		18	1970	278		157	7	67		18	9	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.:	61	1404	10		18	1970	278		157	7	67		18	9	20	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.91	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	2.63	0.37		0.96	0.04	1.00		0.76	0.40	0.84	
Final Sat.:	1700	5187	1800		1700	4732	668		1721	79	1800		1360	720	1520	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.27	0.01		0.01	0.42	0.42		0.09	0.09	0.04		0.01	0.01	0.01	
Crit Moves:						****				****						
Green/Cycle:	0.79	0.79	0.79		0.79	0.79	0.79		0.17	0.17	0.17		0.17	0.17	0.17	
Volume/Cap:	0.05	0.34	0.01		0.01	0.53	0.53		0.53	0.53	0.22		0.07	0.07	0.07	
Delay/Veh:	2.3	3.1	2.3		2.3	4.0	4.0		39.4	39.4	35.9		34.8	34.8	34.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	2.3	3.1	2.3		2.3	4.0	4.0		39.4	39.4	35.9		34.8	34.8	34.8	
LOS by Move:	A	A	A		A	A	A		D	D	D		C	C	C	
HCM2kAvgQ:	0	5	0		0	9	9		5	5	2		1	1	1	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.0
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	972	101	415	1483	10	5	7	0	111	6	298
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	0	0	0	0	0
Initial Fut:	0	1161	101	415	1692	10	5	7	0	111	6	298
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1161	101	415	1692	10	5	7	0	111	6	298
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1161	101	415	1692	10	5	7	0	111	6	298
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1161	101	415	1692	10	5	7	0	111	6	298
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.42	0.58	1.00	1.00	0.04	1.96
Final Sat.:	1700	3600	1800	3200	3578	22	750	1050	1800	1700	73	3527
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.06	0.13	0.47	0.47	0.01	0.01	0.00	0.07	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.57	0.57	0.23	0.80	0.80	0.14	0.14	0.00	0.14	0.14	0.14
Volume/Cap:	0.00	0.57	0.10	0.57	0.59	0.59	0.05	0.05	0.00	0.46	0.59	0.59
Delay/Veh:	0.0	14.1	9.9	35.2	4.2	4.2	37.1	37.1	0.0	40.7	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	9.9	35.2	4.2	4.2	37.1	37.1	0.0	40.7	42.0	42.0
LOS by Move:	A	B	A	D	A	A	D	D	A	D	D	D
HCM2kAvgQ:	0	12	1	7	11	11	0	0	0	4	6	6

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.4
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	75	0	97	0	0	0	0	475	79	158	570	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	823	0	0	772	0
Initial Fut:	75	0	97	0	0	0	0	1298	79	158	1342	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	0	97	0	0	0	0	1298	79	158	1342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	0	97	0	0	0	0	1298	79	158	1342	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	0	97	0	0	0	0	1298	79	158	1342	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3393	207	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.38	0.38	0.09	0.37	0.00
Crit Moves:			****					****				
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.84	0.00
Volume/Cap:	0.37	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.45	0.11	0.44	0.00
Delay/Veh:	41.8	0.0	42.6	0.0	0.0	0.0	0.0	2.1	2.1	1.4	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	0.0	42.6	0.0	0.0	0.0	0.0	2.1	2.1	1.4	2.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	6	6	1	6	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.0
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	97	0	42	39	1038	0	0	1111	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	260	0	0	293	0
Initial Fut:	0	0	0	97	0	42	39	1298	0	0	1404	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	97	0	42	39	1298	0	0	1404	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	97	0	42	39	1298	0	0	1404	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	97	0	42	39	1298	0	0	1404	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.02	0.36	0.00	0.00	0.39	0.08
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.84	0.84	0.00	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.19	0.03	0.43	0.00	0.00	0.47	0.10
Delay/Veh:	0.0	0.0	0.0	42.5	0.0	39.9	1.4	2.2	0.0	0.0	2.3	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.5	0.0	39.9	1.4	2.2	0.0	0.0	2.3	1.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	1	0	6	0	0	6	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.1
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	43	58	49	48	36	59	1534	49	66	1708	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	20	0	0	0	0	14	0	68	12	0
Initial Fut:	32	43	78	49	48	36	59	1548	49	134	1720	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:	32	43	78	49	48	36	59	1548	49	134	1720	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	43	78	49	48	36	59	1548	49	134	1720	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.:	32	43	78	49	48	36	59	1548	49	134	1720	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.42	0.58	1.00	0.51	0.49	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	764	1036	1800	909	891	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.05	0.02	0.03	0.43	0.03	0.08	0.48	0.03
Crit Moves:					****						****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.86	0.86	0.86	0.86	0.86	0.86
Volume/Cap:	0.43	0.43	0.44	0.55	0.55	0.20	0.04	0.50	0.03	0.09	0.55	0.03
Delay/Veh:	44.1	44.1	44.3	46.8	46.8	42.1	1.0	1.8	1.0	1.1	2.0	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	44.1	44.3	46.8	46.8	42.1	1.0	1.8	1.0	1.1	2.0	1.0
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	4	4	1	0	6	0	1	8	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
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	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	43		2		28		18		0		20		43		1790		183		92		1880		40	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		0		0		0		0		79		0		0		57		0	
Initial Fut:	43		2		28		18		0		20		43		1869		183		92		1937		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:	43		2		28		18		0		20		43		1869		183		92		1937		40	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	43		2		28		18		0		20		43		1869		183		92		1937		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.:	43		2		28		18		0		20		43		1869		183		92		1937		40	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.91		0.95	
Lanes:	1.00		0.07		0.93		1.00		0.00		1.00		1.00		2.73		0.27		1.00		4.00		1.00	
Final Sat.:	1700		124		1676		1700		0		1800		1700		4917		483		1700		6916		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.02		0.02		0.01		0.00		0.01		0.03		0.38		0.38		0.05		0.28		0.02	
Crit Moves:	****																****				****			
Green/Cycle:	0.03		0.03		0.03		0.03		0.00		0.03		0.52		0.52		0.52		0.38		0.38		0.38	
Volume/Cap:	0.60		0.48		0.48		0.24		0.00		0.31		0.05		0.73		0.73		0.14		0.73		0.06	
Delay/Veh:	60.9		52.9		52.9		48.7		0.0		49.9		11.8		19.5		19.5		20.1		27.4		19.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	60.9		52.9		52.9		48.7		0.0		49.9		11.8		19.5		19.5		20.1		27.4		19.4	
LOS by Move:	E		D		D		D		A		D		B		B		B		C		C		B	
HCM2kAvgQ:	2		2		2		1		0		1		1		18		18		2		15		1	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[21.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Uncontrolled						Uncontrolled					
Rights:	Ignore						Include						Include						Include					
Lanes:	0	0	0	0	0		0	0	0	0	0		1	0	2	0	0		0	0	1	1	0	
Volume Module: >> Count Date: 19 Apr 2005 << 1700-1800																								
Base Vol:	0		0		0		0		0		0		286		1518		0		0		853		467	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	0		0		0		0		0		0		295		1564		0		0		879		481	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		0		0		0		0		3		0		0		5		0	
Initial Fut:	0		0		0		0		0		0		295		1567		0		0		884		481	
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		295		1567		0		0		884		481	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Final Vol.:	0		0		0		0		0		0		295		1567		0		0		884		481	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		4.1		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		2.2		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		1365		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		510		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		510		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx		xxxx		xxxx		xxxx		0.58		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		3.6		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		21.3		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		C		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		*		*		*		*		*		*		*		*	
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						xxxxxx					
ApproachLOS:	*						*						*						*					

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	0		0		15		721		0		170		0		1096		27		0		886		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		0		0		0		0		0		0		3		0		0		5		0	
Initial Fut:	0		0		15		721		0		170		0		1099		27		0		891		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		721		0		170		0		1099		27		0		891		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		15		721		0		170		0		1099		27		0		891		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		721		0		170		0		1099		27		0		891		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.91		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00		0.00		1.00		1.69		0.00		0.31		0.00		2.00		1.00		0.00		2.00		0.00	
Final Sat.:	0		0		1800		2933		0		563		0		3600		1800		0		3600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.25		0.00		0.30		0.00		0.31		0.01		0.00		0.25		0.00	
Crit Moves:											****				****									
Green/Cycle:	0.00		0.00		0.48		0.48		0.00		0.48		0.00		0.48		0.48		0.00		0.48		0.00	
Volume/Cap:	0.00		0.00		0.02		0.52		0.00		0.63		0.00		0.63		0.03		0.00		0.51		0.00	
Delay/Veh:	0.0		0.0		13.8		18.4		0.0		20.5		0.0		20.0		13.6		0.0		18.0		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		0.0		13.8		18.4		0.0		20.5		0.0		20.0		13.6		0.0		18.0		0.0	
LOS by Move:	A		A		B		B		A		C		A		C		B		A		B		A	
HCM2kAvgQ:	0		0		0		10		0		14		0		14		0		0		10		0	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	0		0		0		0		0		1082		0		0		0		0		829		205	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		1082		0		0		0		0		829		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:	0		0		0		0		0		1082		0		0		0		0		829		205	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		0		0		1082		0		0		0		0		829		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.:	0		0		0		0		0		1082		0		0		0		0		829		205	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00		0.00		0.00		0.00		0.00		2.00		0.00		0.00		0.00		0.00		2.00		1.00	
Final Sat.:	0		0		0		0		0		3600		0		0		0		0		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.00		0.00		0.30		0.00		0.00		0.00		0.00		0.23		0.11	
Crit Moves:											****										****			
Green/Cycle:	0.00		0.00		0.00		0.00		0.00		0.54		0.00		0.00		0.00		0.00		0.42		0.42	
Volume/Cap:	0.00		0.00		0.00		0.00		0.00		0.55		0.00		0.00		0.00		0.00		0.55		0.27	
Delay/Veh:	0.0		0.0		0.0		0.0		0.0		15.2		0.0		0.0		0.0		0.0		22.6		19.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		0.0		0.0		0.0		0.0		15.2		0.0		0.0		0.0		0.0		22.6		19.4	
LOS by Move:	A		A		A		A		A		B		A		A		A		A		C		B	
HCM2kAvgQ:	0		0		0		0		0		12		0		0		0		0		10		4	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[13.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800																				
Base Vol:	0	0	296	0	0	0	0	897	666	0	0	0								
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	0	0	305	0	0	0	0	924	686	0	0	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	0	0	305	0	0	0	0	924	686	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	305	0	0	0	0	924	686	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Final Vol.:	0	0	305	0	0	0	0	924	686	0	0	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	308	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	737	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	737	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	2.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	13.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	13.3			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 25.2
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:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03								
Initial Bse:	995	0	30	0	0	0	0	673	692	127	618	0								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
APPRVD PROJ:	367	0	0	0	0	0	0	0	67	0	0	0								
Initial Fut:	1362	0	30	0	0	0	0	673	759	127	618	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:	1362	0	30	0	0	0	0	673	759	127	618	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	1362	0	30	0	0	0	0	673	759	127	618	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.:	1362	0	30	0	0	0	0	673	759	127	618	0								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95								
Lanes:	1.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00								
Final Sat.:	3426	0	74	0	0	0	0	1800	1800	1700	1800	0								
Capacity Analysis Module:																				
Vol/Sat:	0.40	0.00	0.41	0.00	0.00	0.00	0.00	0.37	0.42	0.07	0.34	0.00								
Crit Moves:			****						****											
Green/Cycle:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.49	0.49	0.49	0.49	0.00								
Volume/Cap:	0.84	0.00	0.86	0.00	0.00	0.00	0.00	0.76	0.86	0.15	0.70	0.00								
Delay/Veh:	27.4	0.0	28.6	0.0	0.0	0.0	0.0	22.8	27.5	14.2	22.4	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	27.4	0.0	28.6	0.0	0.0	0.0	0.0	22.8	27.5	14.2	22.4	0.0								
LOS by Move:	C	A	C	A	A	A	A	C	C	B	C	A								
HCM2kAvgQ:	23	0	24	0	0	0	0	19	24	2	16	0								

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.110
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	49.3
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	438	2020	0	0	1382	239	105	0	829	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	200	143	0	0	184	0	0	0	164	0	0	0
Initial Fut:	638	2163	0	0	1566	239	105	0	993	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:	638	2163	0	0	1566	239	105	0	993	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	2163	0	0	1566	239	105	0	993	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.:	638	2163	0	0	1566	239	105	0	993	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.60	0.40	0.17	0.00	1.83	0.00	0.00	0.00
Final Sat.:	1700	5187	0	0	4685	715	314	0	3286	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.42	0.00	0.00	0.33	0.33	0.33	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.34	0.64	0.00	0.00	0.30	0.30	0.30	0.00	0.64	0.00	0.00	0.00
Volume/Cap:	1.11	0.65	0.00	0.00	1.11	1.11	1.11	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	104.7	11.7	0.0	0.0	94.0	94.0	98.8	0.0	9.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.7	11.7	0.0	0.0	94.0	94.0	98.8	0.0	9.5	0.0	0.0	0.0
LOS by Move:	F	B	A	A	F	F	F	A	A	A	A	A
HCM2kAvgQ:	35	15	0	0	31	31	31	0	9	0	0	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1591	673	40	980	0	0	0	0	505	0	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	10	0	0	15	0	0	0	0	0	0	0
Initial Fut:	0	1601	673	40	995	0	0	0	0	505	0	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:	0	1601	673	40	995	0	0	0	0	505	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1601	673	40	995	0	0	0	0	505	0	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.:	0	1601	673	40	995	0	0	0	0	505	0	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.57	0.00	0.43
Final Sat.:	0	3600	1800	1700	5187	0	0	0	0	2708	0	782
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.37	0.02	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.26
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.93	0.03	0.62	0.00	0.00	0.00	0.00	0.34	0.00	0.34
Volume/Cap:	0.00	0.76	0.40	0.76	0.31	0.00	0.00	0.00	0.00	0.55	0.00	0.76
Delay/Veh:	0.0	16.9	0.6	94.0	9.0	0.0	0.0	0.0	0.0	27.2	0.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.9	0.6	94.0	9.0	0.0	0.0	0.0	0.0	27.2	0.0	32.9
LOS by Move:	A	B	A	F	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	20	3	3	5	0	0	0	0	9	0	15

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.1
Optimal Cycle:	151	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 << 1700-1800												
Base Vol:	0	0	0	589	0	36	493	1524	0	0	1144	230
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	607	0	37	508	1570	0	0	1179	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	82	73	66	0	0	77	0
Initial Fut:	0	0	0	607	0	119	581	1636	0	0	1256	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:	0	0	0	607	0	119	581	1636	0	0	1256	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	607	0	119	581	1636	0	0	1256	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.:	0	0	0	607	0	119	581	1636	0	0	1256	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.84	0.91	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.72	0.00	0.28	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3002	0	495	3200	5187	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.24	0.18	0.32	0.00	0.00	0.35	0.13
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.33	0.33	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.96	0.55	0.96	0.00	0.00	0.96	0.36
Delay/Veh:	0.0	0.0	0.0	40.8	0.0	60.9	28.3	47.0	0.0	0.0	47.9	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.8	0.0	60.9	28.3	47.0	0.0	0.0	47.9	23.8
LOS by Move:	A	A	A	D	A	E	C	D	A	A	D	C
HCM2kAvgQ:	0	0	0	13	0	19	9	24	0	0	26	6

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #107 Inglewood Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.3
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	1	0 0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 24 Mar 2005 << 1645-1745												
Base Vol:	51	91	23	284	105	666	436	695	20	56	706	162
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	53	94	24	293	108	686	449	716	21	58	727	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	70	0	0	79	0
Initial Fut:	53	94	24	293	108	686	449	786	21	58	806	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:	53	94	24	293	108	686	449	786	21	58	806	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	94	24	293	108	686	449	786	21	58	806	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.:	53	94	24	293	108	686	449	786	21	58	806	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.36	0.64	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	646	1154	1800	1314	486	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.22	0.22	0.38	0.26	0.22	0.01	0.03	0.22	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.09	0.09	0.26	0.26	0.57	0.31	0.49	0.49	0.08	0.26	0.26
Volume/Cap:	0.86	0.86	0.14	0.86	0.86	0.67	0.86	0.44	0.02	0.44	0.86	0.36
Delay/Veh:	77.9	77.9	41.9	50.4	50.4	17.1	46.3	16.8	13.1	46.6	43.5	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	77.9	41.9	50.4	50.4	17.1	46.3	16.8	13.1	46.6	43.5	30.6
LOS by Move:	E	E	D	D	D	B	D	B	B	D	D	C
HCM2kAvgQ:	7	7	1	15	15	16	17	8	0	2	15	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	1	0 0	0	0	1	0 1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800																
Base Vol:	0	0	0		30	0	60		45	628	0		0	380	123	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	0	0		31	0	62		46	647	0		0	392	127	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		31	0	62		46	647	0		0	392	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:	0	0	0		31	0	62		46	647	0		0	392	127	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		31	0	62		46	647	0		0	392	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.:	0	0	0		31	0	62		46	647	0		0	392	127	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		1700	0	1800		1700	1800	0		0	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.03		0.03	0.36	0.00		0.00	0.22	0.07	
Crit Moves:							****			****						
Green/Cycle:	0.00	0.00	0.00		0.08	0.00	0.08		0.88	0.88	0.00		0.00	0.88	0.88	
Volume/Cap:	0.00	0.00	0.00		0.22	0.00	0.41		0.03	0.41	0.00		0.00	0.25	0.08	
Delay/Veh:	0.0	0.0	0.0		43.5	0.0	45.3		0.8	1.4	0.0		0.0	1.1	0.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		43.5	0.0	45.3		0.8	1.4	0.0		0.0	1.1	0.8	
LOS by Move:	A	A	A		D	A	D		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		1	0	2		0	4	0		0	2	1	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
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	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	20	0	109		0	0	0		0	1945	43		132	1897	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	85	0		0	58	0	
Initial Fut:	20	0	109		0	0	0		0	2030	43		132	1955	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:	20	0	109		0	0	0		0	2030	43		132	1955	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	0	109		0	0	0		0	2030	43		132	1955	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.:	20	0	109		0	0	0		0	2030	43		132	1955	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.92	0.95		0.89	0.91	0.95	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.92	0.08		1.00	3.00	0.00	
Final Sat.:	1700	0	1800		0	0	0		0	6841	146		1700	5187	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.06		0.00	0.00	0.00		0.00	0.30	0.30		0.08	0.38	0.00	
Crit Moves:			****							****			****			
Green/Cycle:	0.13	0.00	0.13		0.00	0.00	0.00		0.00	0.64	0.64		0.17	0.81	0.00	
Volume/Cap:	0.09	0.00	0.46		0.00	0.00	0.00		0.00	0.46	0.46		0.46	0.47	0.00	
Delay/Veh:	38.4	0.0	41.6		0.0	0.0	0.0		0.0	9.2	9.2		38.7	3.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.4	0.0	41.6		0.0	0.0	0.0		0.0	9.2	9.2		38.7	3.0	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		D	A	A	
HCM2kAvgQ:	1	0	4		0	0	0		0	9	9		5	7	0	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #110 Madison St/SkyparK Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module: >> Count Date: 10 May 2005 << 1600-1700																
Base Vol:	170	229	284		102	205	69		13	363	81		250	675	14	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	175	236	293		105	211	71		13	374	83		258	695	14	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	175	236	293		105	211	71		13	374	83		258	695	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:	175	236	293		105	211	71		13	374	83		258	695	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	175	236	293		105	211	71		13	374	83		258	695	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.:	175	236	293		105	211	71		13	374	83		258	695	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	1.50	0.50		1.00	1.64	0.36		1.00	1.96	0.04	
Final Sat.:	1700	1800	1800		1700	2693	907		1700	2943	657		1700	3527	73	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.13	0.16		0.06	0.08	0.08		0.01	0.13	0.13		0.15	0.20	0.20	
Crit Moves:			****											****		
Green/Cycle:	0.43	0.43	0.43		0.43	0.43	0.43		0.53	0.53	0.53		0.53	0.53	0.53	
Volume/Cap:	0.24	0.30	0.37		0.14	0.18	0.18		0.01	0.24	0.24		0.29	0.37	0.37	
Delay/Veh:	18.0	18.5	19.3		17.2	17.4	17.4		11.3	12.9	12.9		13.4	14.1	14.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.0	18.5	19.3		17.2	17.4	17.4		11.3	12.9	12.9		13.4	14.1	14.1	
LOS by Move:	B	B	B		B	B	B		B	B	B		B	B	B	
HCM2kAvgQ:	4	5	6		2	3	3		0	4	4		5	7	7	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.8
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	22	130	34		146	230	209		120	1219	35		73	1375	125	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	124	0		0	122	0	
Initial Fut:	22	130	34		146	230	209		120	1343	35		73	1497	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:	22	130	34		146	230	209		120	1343	35		73	1497	125	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	22	130	34		146	230	209		120	1343	35		73	1497	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.:	22	130	34		146	230	209		120	1343	35		73	1497	125	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.23	1.40	0.37		1.00	1.00	1.00		1.00	2.92	0.08		1.00	2.77	0.23	
Final Sat.:	420	2520	660		1700	1800	1800		1700	5263	137		1700	4985	415	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.09	0.13	0.12		0.07	0.26	0.26		0.04	0.30	0.30	
Crit Moves:						****			****					****		
Green/Cycle:	0.24	0.24	0.24		0.24	0.24	0.24		0.13	0.60	0.60		0.10	0.57	0.57	
Volume/Cap:	0.21	0.21	0.21		0.36	0.53	0.48		0.53	0.43	0.43		0.43	0.53	0.53	
Delay/Veh:	30.5	30.5	30.5		32.1	34.3	33.5		42.9	10.9	10.9		43.9	13.6	13.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.5	30.5	30.5		32.1	34.3	33.5		42.9	10.9	10.9		43.9	13.6	13.6	
LOS by Move:	C	C	C		C	C	C		D	B	B		D	B	B	
HCM2kAvgQ:	2	2	2		4	7	6		5	8	8		3	11	11	

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	86	1302	57	9	1330	34	76	5	81	43	7	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	153	0	0	157	40	30	0	0	0	0	0
Initial Fut:	86	1455	57	9	1487	74	106	5	81	43	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:	86	1455	57	9	1487	74	106	5	81	43	7	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1455	57	9	1487	74	106	5	81	43	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.:	86	1455	57	9	1487	74	106	5	81	43	7	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.86	0.14	1.91	0.09	1.00	1.72	0.28	1.00
Final Sat.:	1700	5187	1800	1700	5144	256	3338	162	1800	3000	500	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.03	0.01	0.29	0.29	0.03	0.03	0.05	0.01	0.01	0.01
Crit Moves:					****				****		****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.12	0.12	0.12	0.04	0.04	0.04
Volume/Cap:	0.06	0.36	0.04	0.01	0.37	0.37	0.26	0.26	0.37	0.37	0.37	0.22
Delay/Veh:	2.6	3.4	2.5	2.5	3.5	3.5	40.1	40.1	41.4	48.6	48.6	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	3.4	2.5	2.5	3.5	3.5	40.1	40.1	41.4	48.6	48.6	48.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	0	0	5	5	2	2	3	1	1	1

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	1459	7	3	1351	55	110	3	112	46	6	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	123	0	0	117	40	30	0	0	0	0	0
Initial Fut:	60	1582	7	3	1468	95	140	3	112	46	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:	60	1582	7	3	1468	95	140	3	112	46	6	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1582	7	3	1468	95	140	3	112	46	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.:	60	1582	7	3	1468	95	140	3	112	46	6	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.82	0.18	0.98	0.02	1.00	0.88	0.12	1.00
Final Sat.:	1700	5375	25	1700	5073	327	1761	39	1800	1588	212	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.00	0.29	0.29	0.08	0.08	0.06	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.08	0.75	0.75	0.00	0.67	0.67	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.43	0.39	0.39	0.39	0.43	0.43	0.43	0.43	0.34	0.16	0.16	0.03
Delay/Veh:	45.8	4.5	4.5	78.9	7.6	7.6	37.0	37.0	36.0	34.4	34.4	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	4.5	4.5	78.9	7.6	7.6	37.0	37.0	36.0	34.4	34.4	33.4
LOS by Move:	D	A	A	E	A	A	D	D	D	C	C	C
HCM2kAvgQ:	2	6	6	0	8	8	4	4	3	1	1	0

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
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:	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	178	1255	99			218	1062	232			209	1179	192			225	1210	134		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	51	123	0			0	108	9			0	25	74			0	19	0		
Initial Fut:	229	1378	99			218	1170	241			209	1204	266			225	1229	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:	229	1378	99			218	1170	241			209	1204	266			225	1229	134		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	229	1378	99			218	1170	241			209	1204	266			225	1229	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.:	229	1378	99			218	1170	241			209	1204	266			225	1229	134		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.84	0.95	0.95			0.84	0.91	0.95			0.84	0.95	0.95			0.84	0.95	0.95		
Lanes:	2.00	2.80	0.20			2.00	3.00	1.00			2.00	2.00	1.00			2.00	2.71	0.29		
Final Sat.:	3200	5038	362			3200	5187	1800			3200	3600	1800			3200	4869	531		
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.27	0.27			0.07	0.23	0.13			0.07	0.33	0.15			0.07	0.25	0.25		
Crit Moves:		****					****					****					****			
Green/Cycle:	0.10	0.34	0.34			0.09	0.32	0.32			0.10	0.42	0.42			0.09	0.40	0.40		
Volume/Cap:	0.70	0.80	0.80			0.80	0.70	0.41			0.63	0.80	0.35			0.80	0.63	0.63		
Delay/Veh:	58.4	38.3	38.3			69.1	36.7	32.1			55.3	33.6	24.1			68.6	29.3	29.3		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	58.4	38.3	38.3			69.1	36.7	32.1			55.3	33.6	24.1			68.6	29.3	29.3		
LOS by Move:	E	D	D			E	D	C			E	C	C			E	C	C		
HCM2kAvgQ:	6	19	19			7	15	7			5	22	7			7	14	14		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.0
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound				South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	148	1409	0			0	1234	126			92	0	64			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	1	140	0			0	132	6			7	0	0			0	0	0		
Initial Fut:	149	1549	0			0	1366	132			99	0	64			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:	149	1549	0			0	1366	132			99	0	64			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	149	1549	0			0	1366	132			99	0	64			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.:	149	1549	0			0	1366	132			99	0	64			0	0	0		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.84	0.91	0.95			0.89	0.91	0.95			0.84	0.95	0.95			0.89	0.95	0.95		
Lanes:	2.00	3.00	0.00			1.00	3.00	1.00			2.00	0.00	1.00			0.00	0.00	0.00		
Final Sat.:	3200	5187	0			1700	5187	1800			3200	0	1800			0	0	0		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.30	0.00			0.00	0.26	0.07			0.03	0.00	0.04			0.00	0.00	0.00		
Crit Moves:	****						****						****							
Green/Cycle:	0.13	0.84	0.00			0.00	0.72	0.81			0.10	0.00	0.10			0.00	0.00	0.00		
Volume/Cap:	0.37	0.35	0.00			0.00	0.37	0.09			0.32	0.00	0.37			0.00	0.00	0.00		
Delay/Veh:	40.5	1.8	0.0			0.0	5.5	1.9			42.7	0.0	43.6			0.0	0.0	0.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	40.5	1.8	0.0			0.0	5.5	1.9			42.7	0.0	43.6			0.0	0.0	0.0		
LOS by Move:	D	A	A			A	A	A			D	A	D			A	A	A		
HCM2kAvgQ:	3	4	0			0	6	1			2	0	2			0	0	0		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #116 Madrona Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	28.5
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	136	832	177	122	872	179	176	1122	111	121	1056	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	13	0	4	8	120	123	201	0	0	198	4
Initial Fut:	136	845	177	126	880	299	299	1323	111	121	1254	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:	136	845	177	126	880	299	299	1323	111	121	1254	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	845	177	126	880	299	299	1323	111	121	1254	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.:	136	845	177	126	880	299	299	1323	111	121	1254	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.56	0.44
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	5187	1800	1700	4606	794
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.10	0.04	0.17	0.17	0.09	0.26	0.06	0.07	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.27	0.27	0.07	0.27	0.27	0.15	0.46	0.46	0.13	0.43	0.43
Volume/Cap:	0.63	0.60	0.36	0.60	0.63	0.62	0.63	0.56	0.14	0.56	0.63	0.63
Delay/Veh:	51.2	32.4	29.8	50.2	33.0	34.3	42.6	20.2	15.9	44.3	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	32.4	29.8	50.2	33.0	34.3	42.6	20.2	15.9	44.3	22.6	22.6
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	4	9	5	3	9	9	6	11	2	5	13	13

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	5	583	58	74	783	20	28	13	5	6	22	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	12	0	0	8	0	0	0	0	0	0	0
Initial Fut:	5	595	58	74	791	20	28	13	5	6	22	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:	5	595	58	74	791	20	28	13	5	6	22	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	595	58	74	791	20	28	13	5	6	22	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.:	5	595	58	74	791	20	28	13	5	6	22	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.73	0.27	2.00	2.00	1.00	1.00	1.44	0.56	1.00	1.00	1.00
Final Sat.:	1700	4923	477	3200	3600	1800	1700	2600	1000	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.02	0.22	0.01	0.02	0.01	0.01	0.00	0.01	0.11
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.53	0.53	0.10	0.62	0.62	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.35	0.23	0.23	0.23	0.35	0.02	0.05	0.02	0.02	0.01	0.04	0.35
Delay/Veh:	63.3	12.6	12.6	41.7	9.1	7.1	24.4	24.1	24.1	24.1	24.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	12.6	12.6	41.7	9.1	7.1	24.4	24.1	24.1	24.1	24.3	27.3
LOS by Move:	E	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	1	6	0	1	0	0	0	0	5

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.4
Optimal Cycle:	96	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Split Phase				Split Phase			
Rights:		Include				Ovl				Include				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 2	2	0	3	0 0	0	0	3	0 1
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800																
Base Vol:	0	0	0		540	0	245		302	1626		0	0	1644		321
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03		1.03
Initial Bse:	0	0	0		556	0	252		311	1675		0	0	1694		331
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
APPRVD PROJ:	0	0	0		1	0	6		10	80		0	0	56		2
Initial Fut:	0	0	0		557	0	258		321	1755		0	0	1750		333
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	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		557	0	258		321	1755		0	0	1750		333
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	0	0	0		557	0	258		321	1755		0	0	1750		333
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
MLF Adj:	1.00	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		557	0	258		321	1755		0	0	1750		333
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.91	0.95		0.89	0.91		0.95
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		2.00	3.00	0.00		0.00	3.00		1.00
Final Sat.:	0	0	0		3200	0	3600		3200	5187		0	0	5187		1800
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.07		0.10	0.34		0.00	0.00	0.34		0.18
Crit Moves:					****					****				****		
Green/Cycle:	0.00	0.00	0.00		0.19	0.00	0.57		0.37	0.37		0.00	0.00	0.37		0.57
Volume/Cap:	0.00	0.00	0.00		0.90	0.00	0.13		0.27	0.90		0.00	0.00	0.90		0.33
Delay/Veh:	0.0	0.0	0.0		56.3	0.0	10.1		21.9	36.0		0.0	0.0	36.1		11.8
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	0.0	0.0		56.3	0.0	10.1		21.9	36.0		0.0	0.0	36.1		11.8
LOS by Move:	A	A	A		E	A	B		C	D		A	A	D		B
HCM2kAvgQ:	0	0	0		14	0	2		4	23		0	0	23		6

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #119 Maple Ave/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.4
Optimal Cycle:	21	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	3	233	41		265	341	4		28	44	39		166	10	205	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	13		0	0	0		0	0	0		7	0	0	
Initial Fut:	3	233	54		265	341	4		28	44	39		173	10	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:	3	233	54		265	341	4		28	44	39		173	10	205	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	233	54		265	341	4		28	44	39		173	10	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.:	3	233	54		265	341	4		28	44	39		173	10	205	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95	
Lanes:	0.03	1.97	1.00		0.87	1.13	1.00		1.00	1.00	1.00		1.89	0.11	1.00	
Final Sat.:	47	3553	1800		1573	2027	1800		1700	1800	1800		3303	197	1800	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.03		0.17	0.17	0.00		0.02	0.02	0.02		0.05	0.05	0.11	
Crit Moves:						****				****					****	
Green/Cycle:	0.52	0.52	0.86		0.52	0.52	0.52		0.08	0.08	0.08		0.35	0.35	0.35	
Volume/Cap:	0.13	0.13	0.03		0.33	0.33	0.00		0.22	0.33	0.29		0.15	0.15	0.33	
Delay/Veh:	12.6	12.6	1.0		14.2	14.2	11.8		44.3	45.2	44.9		22.4	22.4	24.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	12.6	12.6	1.0		14.2	14.2	11.8		44.3	45.2	44.9		22.4	22.4	24.2	
LOS by Move:	B	B	A		B	B	B		D	D	D		C	C	C	
HCM2kAvgQ:	2	2	0		6	6	0		1	2	1		2	2	5	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
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:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	80	156	52				93	276	222				72	1481	82				56	1600	52			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	2				0	0	22				25	12	32				0	12	0			
Initial Fut:	80	156	54				93	276	244				97	1493	114				56	1612	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:	80	156	54				93	276	244				97	1493	114				56	1612	52			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	80	156	54				93	276	244				97	1493	114				56	1612	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.:	80	156	54				93	276	244				97	1493	114				56	1612	52			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.09	0.03				0.05	0.15	0.14				0.06	0.41	0.06				0.03	0.45	0.03			
Crit Moves:								****						****						****				
Green/Cycle:	0.22	0.22	0.22				0.22	0.22	0.22				0.08	0.67	0.67				0.05	0.64	0.64			
Volume/Cap:	0.22	0.39	0.14				0.25	0.70	0.62				0.70	0.62	0.10				0.62	0.70	0.04			
Delay/Veh:	32.3	34.0	31.6				32.6	41.6	38.2				59.5	9.9	5.9				59.0	12.8	6.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	32.3	34.0	31.6				32.6	41.6	38.2				59.5	9.9	5.9				59.0	12.8	6.7			
LOS by Move:	C	C	C				C	D	D				E	A	A				E	B	A			
HCM2kAvgQ:	2	5	1				3	10	8				5	14	1				3	18	1			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.7
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	78	260	83				65	286	49				69	1331	118				108	1216	70			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	3	0				8	3	0				0	206	0				0	201	13			
Initial Fut:	78	263	83				73	289	49				69	1537	118				108	1417	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:	78	263	83				73	289	49				69	1537	118				108	1417	83			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	78	263	83				73	289	49				69	1537	118				108	1417	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.:	78	263	83				73	289	49				69	1537	118				108	1417	83			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	0.76	0.24				1.00	0.85	0.15				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	1366	434				1700	1537	263				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.19	0.19				0.04	0.19	0.19				0.04	0.43	0.07				0.06	0.39	0.05			
Crit Moves:		****												****						****				
Green/Cycle:	0.26	0.26	0.26				0.26	0.26	0.26				0.06	0.59	0.59				0.09	0.61	0.61			
Volume/Cap:	0.17	0.73	0.73				0.73	0.16	0.71				0.71	0.64	0.73				0.11	0.73	0.64			
Delay/Veh:	28.5	39.0	39.0				28.4	38.3	38.3				58.3	16.1	9.1				60.8	13.1	7.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	28.5	39.0	39.0				28.4	38.3	38.3				58.3	16.1	9.1				60.8	13.1	7.9			
LOS by Move:	C	D	D				C	D	D				E	B	A				E	B	A			
HCM2kAvgQ:	2	12	12				2	11	11				4	19	2				5	15	1			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.205
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	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			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	103	264	111				46	405	10			
Added Vol:	0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	103	264	111				46	405	10			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	103	264	111				46	405	10			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	103	264	111				46	405	10			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	103	264	111				46	405	10			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.41	0.59				1.00	1.95	0.05			
Final Sat.:	1700	2532	1068				1700	3511	89			
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10				0.03	0.12	0.12			
Crit Moves:								****				
Green/Cycle:	0.56	0.56	0.56				0.56	0.56	0.56			
Volume/Cap:	0.11	0.19	0.19				0.05	0.21	0.21			
Delay/Veh:	10.3	10.8	10.8				9.9	10.9	10.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	10.3	10.8	10.8				9.9	10.9	10.9			
LOS by Move:	B	B	B				A	B	B			
HCM2kAvgQ:	2	3	3				1	3	3			

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730												
Base Vol:	37	188	98				47	156	47			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	38	194	101				48	161	48			
Added Vol:	0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0			
Initial Fut:	38	194	101				48	161	48			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	38	194	101				48	161	48			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	38	194	101				48	161	48			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	38	194	101				48	161	48			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.31	0.69				1.00	1.54	0.46			
Final Sat.:	1700	2366	1234				1700	2767	833			
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08				0.03	0.06	0.06			
Crit Moves:		****										
Green/Cycle:	0.40	0.40	0.40				0.40	0.40	0.40			
Volume/Cap:	0.06	0.21	0.21				0.07	0.15	0.15			
Delay/Veh:	18.5	19.8	19.8				18.7	19.3	19.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	18.5	19.8	19.8				18.7	19.3	19.3			
LOS by Move:	B	B	B				B	B	B			
HCM2kAvgQ:	1	3	3				1	2	2			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.5
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound						South Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 26 Apr 2005 << 1645-1745												
Base Vol:	235	297	121				125	388	84			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	242	306	125				129	400	87			
Added Vol:	0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0			
Initial Fut:	242	306	125				129	400	87			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	242	306	125				129	400	87			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	242	306	125				129	400	87			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	242	306	125				129	400	87			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.42	0.58				1.00	1.64	0.36			
Final Sat.:	1700	2558	1042				1700	2959	641			
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12				0.08	0.14	0.14			
Crit Moves:	****							****				
Green/Cycle:	0.19	0.23	0.23				0.15	0.18	0.18			
Volume/Cap:	0.74	0.52	0.52				0.52	0.74	0.74			
Delay/Veh:	46.6	34.3	34.3				41.5	43.0	43.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	46.6	34.3	34.3				41.5	43.0	43.0			
LOS by Move:	D	C	C				D	D	D			
HCM2kAvgQ:	9	7	7				5	9	9			

Approach:	East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected					
Rights:	Include						Include					
Min. Green:	0	0	0				0	0	0			
Lanes:	2	0	2	1	0		2	0	3	1	0	
Volume Module: >> Count Date: 26 Apr 2005 << 1645-1745												
Base Vol:	118	1449	286				175	1599	103			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	122	1493	295				180	1647	106			
Added Vol:	0	0	0				0	0	0			
APPRVD PROJ:	0	79	0				0	57	0			
Initial Fut:	122	1572	295				180	1704	106			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	122	1572	295				180	1704	106			
Reduct Vol:	0	0	0				0	0	0			
Reduced Vol:	122	1572	295				180	1704	106			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	122	1572	295				180	1704	106			
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.92	0.95			
Lanes:	2.00	2.53	0.47				2.00	3.77	0.23			
Final Sat.:	3200	4548	852				3200	6577	409			
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35				0.06	0.26	0.26			
Crit Moves:		****						****				
Green/Cycle:	0.07	0.47	0.47				0.08	0.47	0.47			
Volume/Cap:	0.55	0.74	0.74				0.74	0.55	0.55			
Delay/Veh:	47.8	22.8	22.8				56.5	18.8	18.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	47.8	22.8	22.8				56.5	18.8	18.8			
LOS by Move:	D	C	C				E	B	B			
HCM2kAvgQ:	3	17	17				5	11	11			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 10 May 2005 << 1645-1745												
Base Vol:	8	311	2	85	581	138	83	21	4	0	18	49
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	8	320	2	88	599	142	86	22	4	0	19	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	320	2	88	599	142	86	22	4	0	19	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:	8	320	2	88	599	142	86	22	4	0	19	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	320	2	88	599	142	86	22	4	0	19	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.:	8	320	2	88	599	142	86	22	4	0	19	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.00	1.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1437	363	1800	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.05	0.33	0.08	0.06	0.06	0.00	0.00	0.01	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.00	0.15	0.15
Volume/Cap:	0.01	0.22	0.00	0.06	0.41	0.10	0.41	0.41	0.02	0.00	0.07	0.19
Delay/Veh:	1.7	2.2	1.7	1.8	2.8	1.9	39.8	39.8	36.6	0.0	37.0	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	2.2	1.7	1.8	2.8	1.9	39.8	39.8	36.6	0.0	37.0	37.9
LOS by Move:	A	A	A	A	A	A	D	D	D	A	D	D
HCM2kAvgQ:	0	2	0	1	6	1	4	4	0	0	1	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	142	291	4	15	612	19	34	5	129	1	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	291	4	15	612	19	34	5	129	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:	142	291	4	15	612	19	34	5	129	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	291	4	15	612	19	34	5	129	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.:	142	291	4	15	612	19	34	5	129	1	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1563	237	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.01	0.34	0.01	0.02	0.02	0.07	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.00	0.17
Volume/Cap:	0.11	0.20	0.00	0.01	0.43	0.01	0.13	0.13	0.43	0.00	0.00	0.01
Delay/Veh:	2.4	2.6	2.1	2.2	3.5	2.2	35.7	35.7	38.4	34.7	0.0	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	2.6	2.1	2.2	3.5	2.2	35.7	35.7	38.4	34.7	0.0	34.8
LOS by Move:	A	A	A	A	A	A	D	D	D	C	A	C
HCM2kAvgQ:	1	2	0	0	6	0	1	1	4	0	0	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.6
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	0	0	1	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	20	0	103	0	0	0	0	1546	23	24	1596	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	140	0	0	158	0
Initial Fut:	20	0	103	0	0	0	0	1686	23	24	1754	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:	20	0	103	0	0	0	0	1686	23	24	1754	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	103	0	0	0	0	1686	23	24	1754	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.:	20	0	103	0	0	0	0	1686	23	24	1754	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5328	72	1700	3600	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	0.49	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.81	0.81	0.04	0.84	0.00
Volume/Cap:	0.12	0.00	0.58	0.00	0.00	0.00	0.00	0.39	0.39	0.39	0.58	0.00
Delay/Veh:	41.4	0.0	47.8	0.0	0.0	0.0	0.0	2.8	2.8	51.4	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	0.0	47.8	0.0	0.0	0.0	0.0	2.8	2.8	51.4	2.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	5	5	1	9	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.8
Optimal Cycle:	25	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	115	42	204	40	30	39	59	1230	116	133	1415	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	0	2	0	0	0	0	77	1	4	53	0
Initial Fut:	116	42	206	40	30	39	59	1307	117	137	1468	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:	116	42	206	40	30	39	59	1307	117	137	1468	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	42	206	40	30	39	59	1307	117	137	1468	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.:	116	42	206	40	30	39	59	1307	117	137	1468	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.91	0.95
Lanes:	0.73	0.27	1.00	1.00	0.43	0.57	2.00	2.75	0.25	1.00	3.00	1.00
Final Sat.:	1321	479	1800	1700	779	1021	3200	4955	445	1700	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.11	0.02	0.04	0.04	0.02	0.26	0.26	0.08	0.28	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.19	0.19	0.37	0.19	0.19	0.19	0.05	0.57	0.57	0.18	0.70	0.70
Volume/Cap:	0.46	0.46	0.31	0.12	0.20	0.20	0.40	0.46	0.46	0.46	0.40	0.01
Delay/Veh:	36.3	36.3	22.8	33.6	34.3	34.3	48.2	12.5	12.5	38.1	6.2	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	22.8	33.6	34.3	34.3	48.2	12.5	12.5	38.1	6.2	4.4
LOS by Move:	D	D	C	C	C	C	D	B	B	D	A	A
HCM2kAvgQ:	5	5	5	1	2	2	2	9	9	5	7	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	12	149		61			81	169		81			136	670		18			73	966		87		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	0	0		0			1	0		0			0	10		0			0	8		1		
Initial Fut:	12	149		61			82	169		81			136	680		18			73	974		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:	12	149		61			82	169		81			136	680		18			73	974		88		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	12	149		61			82	169		81			136	680		18			73	974		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.:	12	149		61			82	169		81			136	680		18			73	974		88		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.08	0.92		1.00			0.33	0.67		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	138	1662		1800			590	1210		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.09		0.03			0.14	0.14		0.05			0.08	0.19		0.01			0.04	0.27		0.05		
Crit Moves:								****												****				
Green/Cycle:	0.33	0.33		0.33			0.33	0.33		0.33			0.63	0.63		0.63			0.63	0.63		0.63		
Volume/Cap:	0.28	0.28		0.10			0.43	0.43		0.14			0.13	0.30		0.02			0.07	0.43		0.08		
Delay/Veh:	25.2	25.2		23.5			26.8	26.8		23.8			7.4	8.4		6.8			7.1	9.3		7.1		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	25.2	25.2		23.5			26.8	26.8		23.8			7.4	8.4		6.8			7.1	9.3		7.1		
LOS by Move:	C	C		C			C	C		C			A	A		A			A	A		A		
HCM2kAvgQ:	4	4		1			7	7		2			2	5		0			1	8		1		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4
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:	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	319		1		287		9		6		3		1	946		159			220	1035		1		
Added Vol:	0		0		0		0		0		0		0	0		0			0	0		0		
APPRVD PROJ:	0		0		8		0		0		0		0	260		0			10	293		0		
Initial Fut:	319		1		295		9		6		3		1	1206		159			230	1328		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:	319		1		295		9		6		3		1	1206		159			230	1328		1		
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0		0		
Reduced Vol:	319		1		295		9		6		3		1	1206		159			230	1328		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.:	319		1		295		9		6		3		1	1206		159			230	1328		1		
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900	1900		1900			1900	1900		1900		
Adjustment:	0.91		0.95		0.95		0.89		0.95		0.95		0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.52		0.01		1.47		1.00		0.67		0.33		1.00	2.65		0.35			1.00	2.00		1.00		
Final Sat.:	2650		6		2646		1700		1200		600		1700	4772		628			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.17		0.11		0.01		0.01		0.01		0.00	0.25		0.25			0.14	0.37		0.00		
Crit Moves:			****				****							****						****				
Green/Cycle:	0.28		0.28		0.28		0.01		0.01		0.01		0.00	0.40		0.40			0.21	0.61		0.61		
Volume/Cap:	0.44		0.63		0.40		0.63		0.60		0.60		0.60	0.63		0.63			0.63	0.60		0.00		
Delay/Veh:	30.0		33.1		29.6		114.4		99.6		99.6		301.6	24.7		24.7			39.2	12.3		7.5		
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	30.0		33.1		29.6		114.4		99.6		99.6		301.6	24.7		24.7			39.2	12.3		7.5		
LOS by Move:	C		C		C		F		F		F		F	C		C			D	B		A		
HCM2kAvgQ:	6		10		5		1		1		1		0	12		12			8	13		0		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.9
Optimal Cycle:	29	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	48	231	337	83	369	83	49	611	45	295	680	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	8	0	0	10	0	0	78	0	0	60	0
Initial Fut:	48	239	337	83	379	83	49	689	45	295	740	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:	48	239	337	83	379	83	49	689	45	295	740	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	239	337	83	379	83	49	689	45	295	740	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.:	48	239	337	83	379	83	49	689	45	295	740	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.19	0.05	0.11	0.05	0.03	0.19	0.03	0.17	0.21	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.25	0.25	0.58	0.25	0.25	0.25	0.09	0.36	0.36	0.33	0.60	0.60
Volume/Cap:	0.11	0.53	0.32	0.20	0.42	0.18	0.34	0.53	0.07	0.53	0.34	0.08
Delay/Veh:	29.0	33.6	11.1	29.7	31.7	29.6	44.5	25.6	20.9	28.3	10.0	8.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	33.6	11.1	29.7	31.7	29.6	44.5	25.6	20.9	28.3	10.0	8.3
LOS by Move:	C	C	B	C	C	C	D	C	C	C	A	A
HCM2kAvgQ:	1	7	6	2	5	2	2	9	1	9	6	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.6
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	328	551	170	67	534	75	92	925	204	252	904	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	4	8	5	0	10	0	0	117	6	6	117	0
Initial Fut:	332	559	175	67	544	75	92	1042	210	258	1021	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:	332	559	175	67	544	75	92	1042	210	258	1021	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	559	175	67	544	75	92	1042	210	258	1021	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.:	332	559	175	67	544	75	92	1042	210	258	1021	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.52	0.48	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2742	858	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.04	0.15	0.04	0.05	0.29	0.12	0.15	0.28	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.34	0.34	0.07	0.18	0.18	0.08	0.34	0.34	0.18	0.44	0.44
Volume/Cap:	0.84	0.59	0.59	0.59	0.84	0.23	0.64	0.84	0.34	0.84	0.64	0.10
Delay/Veh:	59.3	33.2	33.2	62.7	57.6	42.6	63.0	41.9	29.6	66.4	27.2	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	33.2	33.2	62.7	57.6	42.6	63.0	41.9	29.6	66.4	27.2	19.7
LOS by Move:	E	C	C	E	E	D	E	D	C	E	C	B
HCM2kAvgQ:	16	12	12	4	13	3	5	21	6	13	16	2

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	212	759	19	61	921	81	72	76	342	17	74	48
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	218	782	20	63	949	83	74	78	352	18	76	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	5	0	0	4	0	0	0	0	0	0	0
Initial Fut:	218	787	20	63	953	83	74	78	352	18	76	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:	218	787	20	63	953	83	74	78	352	18	76	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	787	20	63	953	83	74	78	352	18	76	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.:	218	787	20	63	953	83	74	78	352	18	76	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.49	0.51	1.00	0.19	0.81	1.00
Final Sat.:	1700	3513	87	1700	3600	1800	876	924	1800	336	1464	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.04	0.26	0.05	0.08	0.08	0.20	0.05	0.05	0.03
Crit Moves:					****				****			
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.23	0.41	0.41	0.07	0.48	0.08	0.21	0.21	0.48	0.13	0.13	0.07
Delay/Veh:	11.6	13.1	13.1	10.5	13.8	10.6	19.3	19.3	22.3	18.6	18.6	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	13.1	13.1	10.5	13.8	10.6	19.3	19.3	22.3	18.6	18.6	18.0
LOS by Move:	B	B	B	B	B	B	B	B	C	B	B	B
HCM2kAvgQ:	4	8	8	1	9	1	3	3	9	2	2	1

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	45	903	8	69	1143	78	64	77	61	5	49	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	5	0	0	4	0	0	0	0	0	0	0
Initial Fut:	45	908	8	69	1147	78	64	77	61	5	49	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:	45	908	8	69	1147	78	64	77	61	5	49	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	908	8	69	1147	78	64	77	61	5	49	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.:	45	908	8	69	1147	78	64	77	61	5	49	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	1.00	1.00	1.00	0.09	0.91	1.00
Final Sat.:	1700	3568	32	1700	3370	230	1700	1800	1800	170	1630	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.04	0.34	0.34	0.04	0.04	0.03	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.03	0.30	0.30	0.05	0.40	0.40	0.35	0.40	0.31	0.28	0.28	0.24
Delay/Veh:	1.1	1.5	1.5	1.1	1.7	1.7	42.5	43.0	42.1	41.9	41.9	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.1	1.5	1.5	1.1	1.7	1.7	42.5	43.0	42.1	41.9	41.9	41.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	5	5	2	3	2	2	2	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	10	889	129	62	1138	21	10	27	10	126	26	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	5	0	0	4	0	0	0	0	0	0	0
Initial Fut:	10	894	129	62	1142	21	10	27	10	126	26	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:	10	894	129	62	1142	21	10	27	10	126	26	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	894	129	62	1142	21	10	27	10	126	26	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.:	10	894	129	62	1142	21	10	27	10	126	26	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	0.28	0.72	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3536	64	500	1300	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.07	0.04	0.32	0.32	0.02	0.02	0.01	0.07	0.01	0.02
Crit Moves:					****					****		
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.01	0.32	0.09	0.05	0.41	0.41	0.12	0.12	0.03	0.41	0.08	0.11
Delay/Veh:	2.4	3.2	2.6	2.5	3.6	3.6	34.6	34.6	34.0	37.3	34.3	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.2	2.6	2.5	3.6	3.6	34.6	34.6	34.0	37.3	34.3	34.6
LOS by Move:	A	A	A	A	A	A	C	C	C	D	C	C
HCM2kAvgQ:	0	4	1	0	6	6	1	1	0	4	1	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
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:	1 0	0	0 1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	346	0	38	0	0	0	0	1585	316	32	1569	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	139	0	0	170	0
Initial Fut:	346	0	38	0	0	0	0	1724	316	32	1739	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:	346	0	38	0	0	0	0	1724	316	32	1739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	38	0	0	0	0	1724	316	32	1739	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.:	346	0	38	0	0	0	0	1724	316	32	1739	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.02	0.00	0.00	0.00	0.00	0.48	0.18	0.02	0.48	0.00
Crit Moves:	****										****	
Green/Cycle:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.68	0.68	0.68	0.68	0.00
Volume/Cap:	0.72	0.00	0.07	0.00	0.00	0.00	0.00	0.71	0.26	0.03	0.72	0.00
Delay/Veh:	37.2	0.0	26.2	0.0	0.0	0.0	0.0	11.1	6.5	5.4	11.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	0.0	26.2	0.0	0.0	0.0	0.0	11.1	6.5	5.4	11.2	0.0
LOS by Move:	D	A	C	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	12	0	1	0	0	0	0	18	4	0	18	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.051
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	71.6
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	336	919	307	443	866	120	310	920	321	200	882	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	131	0	0	171	0	0	3	0	0	5	0
Initial Fut:	336	1050	307	443	1037	120	310	923	321	200	887	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1050	307	443	1037	120	310	923	321	200	887	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1050	307	443	1037	120	310	923	321	200	887	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1050	307	443	1037	120	310	923	321	200	887	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.29	0.17	0.26	0.29	0.07	0.18	0.26	0.18	0.12	0.25	0.09
Crit Moves:		****			****			****			****	
Green/Cycle:	0.21	0.28	0.28	0.25	0.31	0.31	0.17	0.28	0.28	0.13	0.23	0.23
Volume/Cap:	0.92	1.05	0.61	1.05	0.92	0.21	1.05	0.92	0.64	0.92	1.05	0.40
Delay/Veh:	75.1	86.2	40.1	103.0	52.5	30.6	116.0	54.6	40.6	90.4	91.2	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	86.2	40.1	103.0	52.5	30.6	116.0	54.6	40.6	90.4	91.2	39.4
LOS by Move:	E	F	D	F	D	C	F	D	D	F	F	D
HCM2kAvgQ:	17	29	11	26	24	3	19	21	12	12	25	6

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.8
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	913	340	186	1101	39	129	1132	106	296	1034	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	131	0	0	171	0	0	0	0	0	0	0
Initial Fut:	54	1044	340	186	1272	39	129	1132	106	296	1034	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:	54	1044	340	186	1272	39	129	1132	106	296	1034	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1044	340	186	1272	39	129	1132	106	296	1034	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.:	54	1044	340	186	1272	39	129	1132	106	296	1034	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.74	0.26	2.00	2.00	1.00
Final Sat.:	1700	5187	1800	1700	3600	1800	1700	4937	463	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.19	0.11	0.35	0.02	0.08	0.23	0.23	0.09	0.29	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.31	0.44	0.17	0.44	0.44	0.09	0.32	0.32	0.13	0.36	0.36
Volume/Cap:	0.80	0.65	0.43	0.65	0.80	0.05	0.80	0.71	0.71	0.71	0.80	0.38
Delay/Veh:	105.4	36.6	23.5	51.6	32.0	19.2	77.5	37.1	37.1	55.7	38.3	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.4	36.6	23.5	51.6	32.0	19.2	77.5	37.1	37.1	55.7	38.3	28.9
LOS by Move:	F	D	C	D	C	B	E	D	D	E	D	C
HCM2kAvgQ:	4	13	9	8	23	1	7	15	15	8	20	7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module: >> Count Date: 10 May 2005 << 1700-1800												
Base Vol:	88	1339	230	73	1210	103	153	400	122	275	576	55
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	91	1380	237	75	1247	106	158	412	126	283	593	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	9	97	0	0	139	32	34	0	0	0	0	0
Initial Fut:	100	1477	237	75	1386	138	192	412	126	283	593	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:	100	1477	237	75	1386	138	192	412	126	283	593	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1477	237	75	1386	138	192	412	126	283	593	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.:	100	1477	237	75	1386	138	192	412	126	283	593	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2759	841	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.13	0.04	0.38	0.08	0.11	0.15	0.15	0.17	0.16	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.49	0.49	0.05	0.47	0.47	0.15	0.18	0.18	0.20	0.22	0.22
Volume/Cap:	0.82	0.84	0.27	0.84	0.82	0.16	0.74	0.84	0.84	0.84	0.74	0.14
Delay/Veh:	79.1	25.8	15.2	93.6	26.0	15.3	50.8	49.1	49.1	55.0	39.6	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	25.8	15.2	93.6	26.0	15.3	50.8	49.1	49.1	55.0	39.6	31.2
LOS by Move:	E	C	B	F	C	B	D	D	D	E	D	C
HCM2kAvgQ:	6	23	4	5	21	3	8	11	11	12	10	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.059
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 57.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	58	1110	596	82	1237	165	272	926	75	536	1054	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	129	0	71	81	158	157	67	0	0	80	78
Initial Fut:	58	1239	596	153	1318	323	429	993	75	536	1134	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:	58	1239	596	153	1318	323	429	993	75	536	1134	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1239	596	153	1318	323	429	993	75	536	1134	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.:	58	1239	596	153	1318	323	429	993	75	536	1134	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.79	0.21	2.00	2.00	1.00
Final Sat.:	1700	5187	1800	1700	5187	1800	1700	5020	380	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.33	0.09	0.25	0.18	0.25	0.20	0.20	0.17	0.31	0.09
Crit Moves:			****	****			****				****	
Green/Cycle:	0.05	0.31	0.31	0.09	0.35	0.35	0.24	0.29	0.29	0.25	0.30	0.30
Volume/Cap:	0.72	0.76	1.06	1.06	0.72	0.51	1.06	0.68	0.68	0.68	1.06	0.30
Delay/Veh:	84.3	39.5	95.8	146.3	35.4	31.5	106.9	38.9	38.9	43.5	86.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.3	39.5	95.8	146.3	35.4	31.5	106.9	38.9	38.9	43.5	86.7	32.8
LOS by Move:	F	D	F	F	D	C	F	D	D	D	F	C
HCM2kAvgQ:	4	16	32	11	16	10	26	13	13	12	31	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.053
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	60.2
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	273	1495	9	157	1571	606	463	223	54	15	666	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	32	0	183	81	0	0	0	764	58	139	796	129
Initial Fut:	305	1495	192	238	1571	606	463	987	112	154	1462	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	1495	192	238	1571	606	463	987	112	154	1462	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1495	192	238	1571	606	463	987	112	154	1462	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	305	1495	192	238	1571	606	463	987	112	154	1462	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.11	0.07	0.30	0.34	0.14	0.27	0.06	0.05	0.41	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.33	0.33	0.08	0.32	0.32	0.14	0.44	0.44	0.08	0.39	0.39
Volume/Cap:	1.05	0.88	0.33	0.88	0.95	1.05	1.05	0.62	0.14	0.62	1.05	0.37
Delay/Veh:	121.9	44.2	30.8	81.6	51.7	92.9	109.2	26.2	19.8	58.1	76.2	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.9	44.2	30.8	81.6	51.7	92.9	109.2	26.2	19.8	58.1	76.2	26.8
LOS by Move:	F	D	C	F	D	F	F	C	B	E	E	C
HCM2kAvgQ:	11	22	6	8	25	32	16	15	2	4	38	7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.9
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	43	442	89	225	474	48	111	775	9	174	779	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	260	0	0	293	0
Initial Fut:	43	442	89	225	474	48	111	1035	9	174	1072	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:	43	442	89	225	474	48	111	1035	9	174	1072	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	442	89	225	474	48	111	1035	9	174	1072	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.:	43	442	89	225	474	48	111	1035	9	174	1072	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3266	334	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.05	0.13	0.15	0.15	0.07	0.29	0.01	0.10	0.30	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.18	0.18	0.19	0.31	0.31	0.10	0.41	0.41	0.15	0.46	0.46
Volume/Cap:	0.47	0.70	0.28	0.70	0.47	0.47	0.65	0.70	0.01	0.70	0.65	0.25
Delay/Veh:	49.6	42.3	36.3	44.7	28.2	28.2	52.1	25.9	17.5	49.2	22.0	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	42.3	36.3	44.7	28.2	28.2	52.1	25.9	17.5	49.2	22.0	16.9
LOS by Move:	D	D	D	D	C	C	D	C	B	D	C	B
HCM2kAvgQ:	2	8	3	9	7	7	5	15	0	7	14	4

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.0
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:	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
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	4	23	13	270	15	83	102	1074	15	20	1102	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	124	0	0	123	0
Initial Fut:	4	23	13	270	15	83	102	1198	15	20	1225	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	23	13	270	15	83	102	1198	15	20	1225	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	23	13	270	15	83	102	1198	15	20	1225	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	23	13	270	15	83	102	1198	15	20	1225	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.10	0.57	0.33	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	185	1015	600	1703	97	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.16	0.16	0.05	0.06	0.33	0.01	0.01	0.34	0.12
Crit Moves:	****				****						****	
Green/Cycle:	0.04	0.04	0.04	0.29	0.29	0.29	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.55	0.55	0.55	0.55	0.55	0.16	0.10	0.54	0.01	0.02	0.55	0.19
Delay/Veh:	56.2	56.2	56.2	31.6	31.6	26.9	8.0	11.4	7.5	7.6	11.6	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.2	56.2	56.2	31.6	31.6	26.9	8.0	11.4	7.5	7.6	11.6	8.5
LOS by Move:	E	E	E	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	2	2	2	8	8	2	1	11	0	0	12	3

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	157	146	183	166	178	7	62	1386	207	197	1495	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	124	0	0	122	0
Initial Fut:	157	146	183	166	178	7	62	1510	207	197	1617	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:	157	146	183	166	178	7	62	1510	207	197	1617	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	146	183	166	178	7	62	1510	207	197	1617	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.:	157	146	183	166	178	7	62	1510	207	197	1617	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.64	0.36	1.00	2.96	0.04
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4749	651	1700	5332	68
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.10	0.10	0.10	0.00	0.04	0.32	0.32	0.12	0.30	0.30
Crit Moves:			****					****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.40	0.35	0.44	0.42	0.43	0.02	0.05	0.44	0.44	0.16	0.42	0.42
Delay/Veh:	33.1	32.5	33.5	33.3	33.3	29.6	3.9	5.5	5.5	4.3	5.4	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	32.5	33.5	33.3	33.3	29.6	3.9	5.5	5.5	4.3	5.4	5.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	4	5	5	5	0	1	7	7	2	7	7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	58	30	79	38	42	9	11	1563	97	89	1357	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	330	0	0	222	0
Initial Fut:	58	30	79	38	42	9	11	1893	97	89	1579	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:	58	30	79	38	42	9	11	1893	97	89	1579	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	30	79	38	42	9	11	1893	97	89	1579	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.:	58	30	79	38	42	9	11	1893	97	89	1579	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.47	0.53	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1700	1800	1800	854	946	1800	1700	3600	1800	1700	3538	62
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.04	0.04	0.01	0.01	0.53	0.05	0.05	0.45	0.45
Crit Moves:					****			****				
Green/Cycle:	0.08	0.08	0.08	0.08	0.08	0.08	0.88	0.88	0.88	0.88	0.88	0.88
Volume/Cap:	0.45	0.22	0.59	0.59	0.59	0.07	0.01	0.59	0.06	0.06	0.50	0.50
Delay/Veh:	46.8	44.3	51.3	51.7	51.7	43.2	0.7	1.7	0.7	0.7	1.3	1.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	44.3	51.3	51.7	51.7	43.2	0.7	1.7	0.7	0.7	1.3	1.3
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	1	3	4	4	0	0	8	0	0	6	6

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future 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): 34.1
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	173	570	66	315	598	140	151	883	94	83	837	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	9	0	0	3	0	0	5	0
Initial Fut:	173	574	66	315	607	140	151	886	94	83	842	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:	173	574	66	315	607	140	151	886	94	83	842	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	574	66	315	607	140	151	886	94	83	842	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.:	173	574	66	315	607	140	151	886	94	83	842	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3229	371	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.19	0.17	0.08	0.09	0.25	0.05	0.05	0.23	0.16
Crit Moves:		****			****			****			****	
Green/Cycle:	0.18	0.24	0.24	0.25	0.30	0.30	0.12	0.36	0.36	0.07	0.31	0.31
Volume/Cap:	0.56	0.75	0.75	0.75	0.56	0.26	0.75	0.68	0.14	0.68	0.75	0.51
Delay/Veh:	39.3	38.9	38.9	41.7	29.8	26.5	56.5	28.6	21.6	59.9	33.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	38.9	38.9	41.7	29.8	26.5	56.5	28.6	21.6	59.9	33.5	28.7
LOS by Move:	D	D	D	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	6	11	11	12	9	3	7	13	2	4	14	8

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1 1	0	1	0	1 1	0	1	0	1 0	0	1	0	1 0	0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745																
Base Vol:	47	636	66		63	471	24		19	130	49		77	153	82	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	48	655	68		65	485	25		20	134	50		79	158	84	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	4	0		0	9	0		0	0	0		0	0	0	
Initial Fut:	48	659	68		65	494	25		20	134	50		79	158	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:	48	659	68		65	494	25		20	134	50		79	158	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	659	68		65	494	25		20	134	50		79	158	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.:	48	659	68		65	494	25		20	134	50		79	158	84	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	0.14	1.86	1.00		0.23	1.77	1.00		0.13	0.87	1.00		0.33	0.67	1.00	
Final Sat.:	246	3354	1800		418	3182	1800		230	1570	1800		603	1197	1800	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.20	0.04		0.16	0.16	0.01		0.09	0.09	0.03		0.13	0.13	0.05	
Crit Moves:		****												****		
Green/Cycle:	0.57	0.57	0.57		0.57	0.57	0.57		0.39	0.39	0.39		0.39	0.39	0.39	
Volume/Cap:	0.34	0.34	0.07		0.27	0.27	0.02		0.22	0.22	0.07		0.34	0.34	0.12	
Delay/Veh:	11.3	11.3	9.4		10.8	10.8	9.2		20.8	20.8	19.5		22.1	22.1	19.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	11.3	11.3	9.4		10.8	10.8	9.2		20.8	20.8	19.5		22.1	22.1	19.9	
LOS by Move:	B	B	A		B	B	A		C	C	B		C	C	B	
HCM2kAvgQ:	6	6	1		4	4	0		3	3	1		5	5	2	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	92	585	193		138	423	55		68	1325	78		217	1082	125	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	4	0		0	9	0		0	0	0		0	0	0	
Initial Fut:	92	589	193		138	432	55		68	1325	78		217	1082	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:	92	589	193		138	432	55		68	1325	78		217	1082	125	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	589	193		138	432	55		68	1325	78		217	1082	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.:	92	589	193		138	432	55		68	1325	78		217	1082	125	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	1.78	0.22		1.00	2.83	0.17		1.00	2.69	0.31	
Final Sat.:	1700	3600	1800		1700	3196	404		1700	5099	301		1700	4842	558	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.11		0.08	0.14	0.14		0.04	0.26	0.26		0.13	0.22	0.22	
Crit Moves:		****				****					****			****		
Green/Cycle:	0.10	0.24	0.24		0.12	0.25	0.25		0.09	0.38	0.38		0.19	0.48	0.48	
Volume/Cap:	0.53	0.69	0.45		0.69	0.53	0.53		0.47	0.69	0.69		0.69	0.47	0.47	
Delay/Veh:	45.8	37.1	33.3		51.9	32.7	32.7		45.9	27.1	27.1		44.2	17.7	17.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.8	37.1	33.3		51.9	32.7	32.7		45.9	27.1	27.1		44.2	17.7	17.7	
LOS by Move:	D	D	C		D	C	C		D	C	C		D	B	B	
HCM2kAvgQ:	4	10	6		6	7	7		3	14	14		8	9	9	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	1	0	1	1	0	1	0	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:	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03
Initial Bse:	175	605			117	99	436			87	94	359			95	143	516			175
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
APPRVD PROJ:	0	4			0	0	9			0	0	0			0	0	0			0
Initial Fut:	175	609			117	99	445			87	94	359			95	143	516			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:	175	609			117	99	445			87	94	359			95	143	516			175
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	175	609			117	99	445			87	94	359			95	143	516			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.:	175	609			117	99	445			87	94	359			95	143	516			175
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.89	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95	0.89	0.95			0.95
Lanes:	1.00	1.68			0.32	1.00	1.67			0.33	1.00	1.58			0.42	1.00	1.49			0.51
Final Sat.:	1700	3018			582	1700	3014			586	1700	2847			753	1700	2688			912
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.20			0.20	0.06	0.15			0.15	0.06	0.13			0.13	0.08	0.19			0.19
Crit Moves:		****															****			
Green/Cycle:	0.49	0.49			0.49	0.49	0.49			0.49	0.47	0.47			0.47	0.47	0.47			0.47
Volume/Cap:	0.21	0.41			0.41	0.12	0.30			0.30	0.12	0.27			0.27	0.18	0.41			0.41
Delay/Veh:	14.5	16.3			16.3	13.8	15.2			15.2	15.0	16.3			16.3	15.6	17.7			17.7
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	14.5	16.3			16.3	13.8	15.2			15.2	15.0	16.3			16.3	15.6	17.7			17.7
LOS by Move:	B	B			B	B	B			B	B	B			B	B	B			B
HCM2kAvgQ:	3	7			7	2	5			5	2	4			4	3	7			7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	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:	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03
Initial Bse:	110	575			201	86	389			121	230	1599			94	112	1038			112
Added Vol:	0	0			0	0	0			0	0	0			0	0	0			0
APPRVD PROJ:	1	6			1	0	7			0	0	138			2	2	157			0
Initial Fut:	111	581			202	86	396			121	230	1737			96	114	1195			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:	111	581			202	86	396			121	230	1737			96	114	1195			112
Reduct Vol:	0	0			0	0	0			0	0	0			0	0	0			0
Reduced Vol:	111	581			202	86	396			121	230	1737			96	114	1195			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.:	111	581			202	86	396			121	230	1737			96	114	1195			112
Saturation Flow Module:																				
Sat/Lane:	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900			1900
Adjustment:	0.84	0.95			0.95	0.89	0.95			0.95	0.89	0.91			0.95	0.89	0.95			0.95
Lanes:	2.00	2.00			1.00	1.00	1.53			0.47	1.00	3.00			1.00	1.00	2.00			1.00
Final Sat.:	3200	3600			1800	1700	2761			839	1700	5187			1800	1700	3600			1800
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.16			0.11	0.05	0.14			0.14	0.14	0.33			0.05	0.07	0.33			0.06
Crit Moves:		****				****					****						****			
Green/Cycle:	0.05	0.21			0.21	0.07	0.23			0.23	0.18	0.52			0.52	0.10	0.44			0.44
Volume/Cap:	0.64	0.75			0.52	0.75	0.64			0.64	0.75	0.65			0.10	0.65	0.75			0.14
Delay/Veh:	53.8	41.1			36.1	70.4	36.6			36.6	49.2	18.2			12.4	51.3	25.6			16.8
User DelAdj:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
AdjDel/Veh:	53.8	41.1			36.1	70.4	36.6			36.6	49.2	18.2			12.4	51.3	25.6			16.8
LOS by Move:	D	D			D	E	D			D	D	B			B	D	C			B
HCM2kAvgQ:	3	11			6	5	8			8	9	15			2	5	17			2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #150 Van Ness Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.1
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module: >> Count Date: 12 Apr 2005 << 1645-1745												
Base Vol:	0	963	28	10	645	0	0	0	0	117	0	50
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	992	29	10	665	0	0	0	0	121	0	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	0	0	12	0	0	0	0	0	0	0
Initial Fut:	0	998	29	10	677	0	0	0	0	121	0	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	998	29	10	677	0	0	0	0	121	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	998	29	10	677	0	0	0	0	121	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	998	29	10	677	0	0	0	0	121	0	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.02	0.01	0.19	0.00	0.00	0.00	0.00	0.07	0.00	0.03
Crit Moves:		****								****		
Green/Cycle:	0.00	0.75	0.75	0.75	0.75	0.00	0.00	0.00	0.00	0.19	0.00	0.19
Volume/Cap:	0.00	0.37	0.02	0.01	0.25	0.00	0.00	0.00	0.00	0.37	0.00	0.15
Delay/Veh:	0.0	4.5	3.2	3.2	3.9	0.0	0.0	0.0	0.0	35.9	0.0	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	3.2	3.2	3.9	0.0	0.0	0.0	0.0	35.9	0.0	33.9
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	C
HCM2kAvgQ:	0	6	0	0	3	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.4
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	2	0 1	0 1	1	0 2	0 1
Volume Module: >> Count Date: 14 Apr 2005 << 1645-1745												
Base Vol:	60	785	34	61	533	131	249	48	144	26	26	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	62	809	35	63	549	135	257	49	148	27	27	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	0	0	12	0	0	1028	0	0	1064	0
Initial Fut:	62	815	35	63	561	135	257	1077	148	27	1091	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:	62	815	35	63	561	135	257	1077	148	27	1091	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	815	35	63	561	135	257	1077	148	27	1091	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.:	62	815	35	63	561	135	257	1077	148	27	1091	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2902	698	3200	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.02	0.04	0.19	0.19	0.08	0.60	0.08	0.02	0.30	0.02
Crit Moves:		****						****			****	
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.14	0.66	0.66	0.02	0.53	0.53
Volume/Cap:	0.15	0.91	0.08	0.15	0.78	0.78	0.57	0.91	0.13	0.91	0.57	0.03
Delay/Veh:	29.5	50.2	28.9	29.6	39.6	39.6	41.9	25.7	6.5	178.5	16.1	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	50.2	28.9	29.6	39.6	39.6	41.9	25.7	6.5	178.5	16.1	11.2
LOS by Move:	C	D	C	C	D	D	D	C	A	F	B	B
HCM2kAvgQ:	2	17	1	2	12	12	5	34	2	3	12	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.294
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.4
Optimal Cycle:	16	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745												
Base Vol:	31	451	8	18	542	53	79	26	92	63	41	220
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	32	465	8	19	558	55	81	27	95	65	42	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	3	0	0	6	6	3	0	1	0	0	0
Initial Fut:	33	468	8	19	564	61	84	27	96	65	42	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:	33	468	8	19	564	61	84	27	96	65	42	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	468	8	19	564	61	84	27	96	65	42	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.:	33	468	8	19	564	61	84	27	96	65	42	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.76	0.24	1.00	0.61	0.39	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1366	434	1800	1090	710	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.00	0.01	0.16	0.03	0.06	0.06	0.05	0.06	0.06	0.13
Crit Moves:					****							****
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.04	0.24	0.01	0.02	0.29	0.06	0.14	0.14	0.12	0.14	0.14	0.29
Delay/Veh:	11.2	12.6	11.0	11.1	13.1	11.3	17.5	17.5	17.4	17.5	17.5	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	12.6	11.0	11.1	13.1	11.3	17.5	17.5	17.4	17.5	17.5	19.0
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	4	0	0	5	1	2	2	2	2	2	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.8
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0	0 0	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	53	0	124	0	0	0	0	547	55	112	716	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	823	0	0	772	0
Initial Fut:	53	0	124	0	0	0	0	1370	55	112	1488	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:	53	0	124	0	0	0	0	1370	55	112	1488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	124	0	0	0	0	1370	55	112	1488	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.:	53	0	124	0	0	0	0	1370	55	112	1488	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.07	0.00	0.00	0.00	0.00	0.38	0.03	0.07	0.41	0.00
Crit Moves:			****								****	
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.82	0.82	0.82	0.82	0.00
Volume/Cap:	0.23	0.00	0.50	0.00	0.00	0.00	0.00	0.46	0.04	0.08	0.50	0.00
Delay/Veh:	38.9	0.0	41.6	0.0	0.0	0.0	0.0	2.6	1.6	1.7	2.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	0.0	41.6	0.0	0.0	0.0	0.0	2.6	1.6	1.7	2.8	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	4	0	0	0	0	7	0	1	8	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	0	0	0	83	0	71	65	997	0	0	1235	90												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	0	0	268	0	0	303	0												
Initial Fut:	0	0	0	83	0	71	65	1265	0	0	1538	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	83	0	71	65	1265	0	0	1538	90												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	83	0	71	65	1265	0	0	1538	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	83	0	71	65	1265	0	0	1538	90												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.04	0.35	0.00	0.00	0.43	0.05												
Crit Moves:				****							****													
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.86	0.86	0.00	0.00	0.86	0.86												
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.40	0.04	0.41	0.00	0.00	0.50	0.06												
Delay/Veh:	0.0	0.0	0.0	45.0	0.0	43.7	1.0	1.6	0.0	0.0	1.8	1.0												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	45.0	0.0	43.7	1.0	1.6	0.0	0.0	1.8	1.0												
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A												
HCM2kAvgQ:	0	0	0	3	0	3	0	5	0	0	6	0												

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	112		8	102	183		9	32	64	1379		101	97	1268		29								
Added Vol:	0		0	0	0		0	0	0	0		0	0	0		0								
APPRVD PROJ:	0		0	14	14		0	0	0	174		0	10	201		9								
Initial Fut:	112		8	116	197		9	32	64	1553		101	107	1469		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:	112		8	116	197		9	32	64	1553		101	107	1469		38								
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0								
Reduced Vol:	112		8	116	197		9	32	64	1553		101	107	1469		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.:	112		8	116	197		9	32	64	1553		101	107	1469		38								
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95	0.84	0.91	0.95												
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00												
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5187	1800	3200	5187	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.00	0.06	0.12	0.01	0.02	0.04	0.30	0.06	0.03	0.28	0.02												
Crit Moves:				****				****		****														
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.08	0.63	0.63	0.07	0.62	0.62												
Volume/Cap:	0.27	0.02	0.26	0.48	0.02	0.07	0.46	0.48	0.09	0.48	0.46	0.03												
Delay/Veh:	31.0	28.8	30.9	33.3	28.8	29.2	46.2	10.0	7.4	46.4	10.4	7.6												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	31.0	28.8	30.9	33.3	28.8	29.2	46.2	10.0	7.4	46.4	10.4	7.6												
LOS by Move:	C	C	C	C	C	C	D	B	A	D	B	A												
HCM2kAvgQ:	3	0	3	6	0	1	3	9	1	3	9	0												

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.1
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	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	130		889		304		298		752		108		165		1454		109		229		1239		398	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		10		0		0		15		0		0		0		0		0		0		0	
Initial Fut:	130		899		304		298		767		108		165		1454		109		229		1239		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:	130		899		304		298		767		108		165		1454		109		229		1239		398	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	130		899		304		298		767		108		165		1454		109		229		1239		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.:	130		899		304		298		767		108		165		1454		109		229		1239		398	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.84		0.95		0.95		0.89		0.91		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		2.00		2.00		1.00		1.00		3.00		1.00		1.00		2.27		0.73	
Final Sat.:	1700		3600		1800		3200		3600		1800		1700		5187		1800		1700		4088		1312	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.25		0.17		0.09		0.21		0.06		0.10		0.28		0.06		0.13		0.30		0.30	
Crit Moves:			****				****								****				****					
Green/Cycle:	0.11		0.31		0.31		0.11		0.31		0.31		0.12		0.35		0.35		0.17		0.39		0.39	
Volume/Cap:	0.69		0.81		0.55		0.81		0.69		0.19		0.78		0.81		0.18		0.81		0.78		0.78	
Delay/Veh:	61.3		43.0		35.8		64.7		38.0		30.5		68.2		38.7		27.5		64.4		34.3		34.3	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	61.3		43.0		35.8		64.7		38.0		30.5		68.2		38.7		27.5		64.4		34.3		34.3	
LOS by Move:	E		D		D		E		D		C		E		D		C		E		C		C	
HCM2kAvgQ:	6		18		10		9		14		3		9		20		3		11		20		20	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745																								
Base Vol:	166		1153		228		80		784		89		104		442		78		77		509		75	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	171		1188		235		82		808		92		107		455		80		79		524		77	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	0		10		0		0		15		0		0		0		0		0		0		0	
Initial Fut:	171		1198		235		82		823		92		107		455		80		79		524		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:	171		1198		235		82		823		92		107		455		80		79		524		77	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	171		1198		235		82		823		92		107		455		80		79		524		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.:	171		1198		235		82		823		92		107		455		80		79		524		77	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		1.70		0.30		1.00		2.00		1.00	
Final Sat.:	1700		3600		1800		1700		3600		1800		1700		3060		540		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.33		0.13		0.05		0.23		0.05		0.06		0.15		0.15		0.05		0.15		0.04	
Crit Moves:			****												****									
Green/Cycle:	0.66		0.66		0.66		0.66		0.66		0.66		0.30		0.30		0.30		0.30		0.30		0.30	
Volume/Cap:	0.15		0.50		0.20		0.07		0.34		0.08		0.21		0.50		0.50		0.16		0.49		0.14	
Delay/Veh:	6.4		8.7		6.6		6.0		7.4		6.0		26.6		29.4		29.4		26.1		29.3		26.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	6.4		8.7		6.6		6.0		7.4		6.0		26.6		29.4		29.4		26.1		29.3		26.0	
LOS by Move:	A		A		A		A		A		A		C		C		C		C		C		C	
HCM2kAvgQ:	2		10		3		1		6		1		3		7		7		2		7		2	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.2
Optimal Cycle: 55 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	294	1535	292	110	1040	358	460	1170	468	217	728	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	10	0	0	15	0	0	66	0	0	77	0
Initial Fut:	294	1545	292	110	1055	358	460	1236	468	217	805	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:	294	1545	292	110	1055	358	460	1236	468	217	805	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1545	292	110	1055	358	460	1236	468	217	805	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.:	294	1545	292	110	1055	358	460	1236	468	217	805	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.91	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.24	0.76	2.00	3.00	1.00	2.00	2.37	0.63
Final Sat.:	3200	5187	1800	3200	4033	1367	3200	5187	1800	3200	4261	1139
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.16	0.03	0.26	0.26	0.14	0.24	0.26	0.07	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.43	0.53	0.05	0.36	0.36	0.20	0.35	0.48	0.10	0.26	0.26
Volume/Cap:	0.73	0.69	0.30	0.69	0.73	0.73	0.73	0.68	0.54	0.68	0.73	0.73
Delay/Veh:	57.5	28.6	15.9	68.3	35.2	35.2	49.9	34.1	22.9	57.8	42.9	42.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	28.6	15.9	68.3	35.2	35.2	49.9	34.1	22.9	57.8	42.9	42.9
LOS by Move:	E	C	B	E	D	D	D	C	C	E	D	D
HCM2kAvgQ:	8	17	6	4	17	17	11	15	13	6	13	13

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 87 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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	1646	13	60	1764	50	333	12	58	43	0	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	291	10	0	0	16	0	0	0	508	0	0	0
Initial Fut:	302	1656	13	60	1780	50	333	12	566	43	0	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:	302	1656	13	60	1780	50	333	12	566	43	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1656	13	60	1780	50	333	12	566	43	0	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.:	302	1656	13	60	1780	50	333	12	566	43	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00
Final Sat.:	1700	5187	1800	1700	5187	1800	1736	64	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.01	0.04	0.34	0.03	0.19	0.19	0.31	0.03	0.00	0.02
Crit Moves:	****				****				****			
Green/Cycle:	0.20	0.53	0.53	0.06	0.39	0.39	0.35	0.35	0.35	0.35	0.00	0.35
Volume/Cap:	0.89	0.60	0.01	0.60	0.89	0.07	0.54	0.54	0.89	0.07	0.00	0.07
Delay/Veh:	62.5	16.7	11.2	56.2	34.0	19.4	26.8	26.8	44.9	21.5	0.0	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	16.7	11.2	56.2	34.0	19.4	26.8	26.8	44.9	21.5	0.0	21.4
LOS by Move:	E	B	B	E	C	B	C	C	D	C	A	C
HCM2kAvgQ:	14	13	0	3	22	1	9	9	21	1	0	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.779
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 332.1
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	72	1103	44	79	1557	307	430	46	98	27	18	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	291	0	0	508	0	0	1028	0	0	1064	0
Initial Fut:	72	1394	44	79	2065	307	430	1074	98	27	1082	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:	72	1394	44	79	2065	307	430	1074	98	27	1082	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1394	44	79	2065	307	430	1074	98	27	1082	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.:	72	1394	44	79	2065	307	430	1074	98	27	1082	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.61	0.39	1.00	1.00	1.00	0.02	0.95	0.03
Final Sat.:	1700	3600	1800	1700	4701	699	1700	1800	1800	42	1701	57
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.02	0.05	0.44	0.44	0.25	0.60	0.05	0.64	0.64	0.64
Crit Moves:					****			****		****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.34	0.34	0.34	0.36	0.36	0.36
Volume/Cap:	0.17	1.57	0.10	0.19	1.78	1.78	0.75	1.78	0.16	1.78	1.78	1.78
Delay/Veh:	29.8	299	29.2	30.0	391	391.1	31.2	388	23.5	388.8	389	388.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	299	29.2	30.0	391	391.1	31.2	388	23.5	388.8	389	388.8
LOS by Move:	C	F	C	C	F	F	C	F	C	F	F	F
HCM2kAvgQ:	2	56	1	2	71	71	15	96	2	102	102	102

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.0
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	1102	156	150	1446	106	94	620	50	157	947	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	291	0	0	508	0	0	330	0	0	222	0
Initial Fut:	114	1393	156	150	1954	106	94	950	50	157	1169	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:	114	1393	156	150	1954	106	94	950	50	157	1169	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1393	156	150	1954	106	94	950	50	157	1169	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.:	114	1393	156	150	1954	106	94	950	50	157	1169	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.91	0.95	0.89	0.91	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5187	1800	1700	5187	1800	1700	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.09	0.09	0.38	0.06	0.06	0.18	0.03	0.09	0.23	0.10
Crit Moves:		****						****			****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.64	0.08	0.27	0.27	0.14	0.33	0.33
Volume/Cap:	0.12	0.69	0.15	0.16	0.67	0.09	0.69	0.68	0.10	0.68	0.69	0.30
Delay/Veh:	12.5	19.9	12.8	12.8	19.2	8.3	67.9	40.5	33.0	57.2	36.4	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	19.9	12.8	12.8	19.2	8.3	67.9	40.5	33.0	57.2	36.4	30.5
LOS by Move:	B	B	B	B	B	A	E	D	C	E	D	C
HCM2kAvgQ:	2	20	3	3	19	2	5	12	1	7	14	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
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	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	48	1214	44				82	1256	41				45	30	60				220	29	75			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	291	0				0	508	0				0	0	0				0	0	0			
Initial Fut:	48	1505	44				82	1764	41				45	30	60				220	29	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:	48	1505	44				82	1764	41				45	30	60				220	29	75			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	48	1505	44				82	1764	41				45	30	60				220	29	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.:	48	1505	44				82	1764	41				45	30	60				220	29	75			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.93	0.07				0.60	0.40	1.00				0.68	0.09	0.23			
Final Sat.:	1700	3600	1800				1700	5277	123				1085	715	1800				1223	160	417			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.42	0.02				0.05	0.33	0.33				0.04	0.04	0.03				0.18	0.18	0.18			
Crit Moves:		****																		****				
Green/Cycle:	0.67	0.67	0.67				0.67	0.67	0.67				0.29	0.29	0.29				0.29	0.29	0.29			
Volume/Cap:	0.04	0.62	0.04				0.07	0.50	0.50				0.14	0.14	0.11				0.62	0.62	0.62			
Delay/Veh:	5.6	9.8	5.6				5.7	8.3	8.3				26.5	26.5	26.2				33.2	33.2	33.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	5.6	9.8	5.6				5.7	8.3	8.3				26.5	26.5	26.2				33.2	33.2	33.2			
LOS by Move:	A	A	A				A	A	A				C	C	C				C	C	C			
HCM2kAvgQ:	1	14	0				1	10	10				2	2	1				10	10	10			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	109	866	162				141	1529	191				139	739	121				143	700	68			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	291	0				0	506	2				3	139	1				0	171	0			
Initial Fut:	109	1157	162				141	2035	193				142	878	122				143	871	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:	109	1157	162				141	2035	193				142	878	122				143	871	68			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	109	1157	162				141	2035	193				142	878	122				143	871	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.:	109	1157	162				141	2035	193				142	878	122				143	871	68			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.32	0.09				0.08	0.57	0.11				0.08	0.24	0.07				0.08	0.24	0.04			
Crit Moves:								****						****										
Green/Cycle:	0.68	0.68	0.68				0.68	0.68	0.68				0.29	0.29	0.29				0.29	0.29	0.29			
Volume/Cap:	0.10	0.48	0.13				0.12	0.84	0.16				0.29	0.84	0.23				0.29	0.83	0.13			
Delay/Veh:	6.8	9.5	7.0				6.9	17.3	7.1				33.2	45.9	32.5				33.2	45.4	31.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	6.8	9.5	7.0				6.9	17.3	7.1				33.2	45.9	32.5				33.2	45.4	31.4			
LOS by Move:	A	A	A				A	B	A				C	D	C				C	D	C			
HCM2kAvgQ:	2	11	2				2	31	3				4	18	4				5	18	2			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #164 Western Ave/220th St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.253
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	110.7
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	55	1076	59	96	1676	98	109	913	53	54	960	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	291	0	0	506	0	0	0	0	0	0	0
Initial Fut:	55	1367	59	96	2182	98	109	913	53	54	960	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:	55	1367	59	96	2182	98	109	913	53	54	960	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1367	59	96	2182	98	109	913	53	54	960	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.:	55	1367	59	96	2182	98	109	913	53	54	960	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.85	0.05	0.05	0.91	0.04
Final Sat.:	1700	3600	1800	1700	3600	1800	183	1529	88	91	1635	74
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.03	0.06	0.61	0.05	0.60	0.60	0.60	0.59	0.59	0.59
Crit Moves:					****			****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.07	0.78	0.07	0.12	1.25	0.11	1.25	1.25	1.25	1.23	1.23	1.23
Delay/Veh:	13.8	23.9	13.8	14.2	145	14.2	149.8	150	149.8	141.1	141	141.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	23.9	13.8	14.2	145	14.2	149.8	150	149.8	141.1	141	141.1
LOS by Move:	B	C	B	B	F	B	F	F	F	F	F	F
HCM2kAvgQ:	1	20	1	2	65	2	64	64	64	62	62	62

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #165 Western Ave/223rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.2
Optimal Cycle:	64	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	146	1123	119	159	1550	32	63	819	200	178	524	45
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	150	1157	123	164	1597	33	65	844	206	183	540	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	291	0	0	506	0	0	0	0	0	0	0
Initial Fut:	150	1448	123	164	2103	33	65	844	206	183	540	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:	150	1448	123	164	2103	33	65	844	206	183	540	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1448	123	164	2103	33	65	844	206	183	540	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.:	150	1448	123	164	2103	33	65	844	206	183	540	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.07	0.10	0.58	0.02	0.04	0.23	0.11	0.11	0.15	0.03
Crit Moves:					****			****				
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.13	0.59	0.10	0.14	0.85	0.03	0.14	0.85	0.42	0.39	0.55	0.09
Delay/Veh:	5.5	8.7	5.4	5.5	15.0	5.1	27.5	41.6	30.3	30.0	31.6	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	8.7	5.4	5.5	15.0	5.1	27.5	41.6	30.3	30.0	31.6	27.1
LOS by Move:	A	A	A	A	B	A	C	D	C	C	C	C
HCM2kAvgQ:	2	13	1	2	28	0	2	16	6	5	8	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #166 Western Ave/Plaza Del Amo

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: F[148.3]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	1		1	0	2	0	1		0	0	1!	0	0		0	0	1!	0	0	
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745																								
Base Vol:	6	1441	19				33	1950	1				0	0	0				5	0	62			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	6	1485	20				34	2009	1				0	0	0				5	0	64			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	291	0				0	506	0				0	0	0				0	0	0			
Initial Fut:	6	1776	20				34	2515	1				0	0	0				5	0	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:	6	1776	20				34	2515	1				0	0	0				5	0	64			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Final Vol.:	6	1776	20				34	2515	1				0	0	0				5	0	64			
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.8	xxxx	6.9			
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	3.3			
Capacity Module:																								
Cnflict Vol:	2516	xxxx	xxxxx				1795	xxxx	xxxxx	xxxx	xxxx	xxxxx							3114	xxxx	888			
Potent Cap.:	183	xxxx	xxxxx				349	xxxx	xxxxx	xxxx	xxxx	xxxxx							9	xxxx	291			
Move Cap.:	183	xxxx	xxxxx				349	xxxx	xxxxx	xxxx	xxxx	xxxxx							8	xxxx	291			
Volume/Cap:	0.03	xxxx	xxxx				0.10	xxxx	xxxx	xxxx	xxxx	xxxx							0.63	xxxx	0.22			
Level Of Service Module:																								
2Way95thQ:	0.1	xxxx	xxxxx				0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Control Del:	25.4	xxxx	xxxxx				16.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
LOS by Move:	D	*	*				C	*	*	*	*	*	*	*	*									
Movement:	LT - LTR - RT						LT - LTR - RT						LT - LTR - RT						LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	82	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx									
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	148	xxxxx									
Shared LOS:	*	*	*				*	*	*	*	*	*	*	F	*									
ApproachDel:	xxxxxx						xxxxxx						xxxxxx						148.3					
ApproachLOS:	*						*						*						F					

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.144
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 96.4
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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	196	1025	489				234	1457	232				297	1495	143				382	1295	216			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	6	285	0				0	493	13				7	77	3				0	61	0			
Initial Fut:	202	1310	489				234	1950	245				304	1572	146				382	1356	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:	202	1310	489				234	1950	245				304	1572	146				382	1356	216			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	202	1310	489				234	1950	245				304	1572	146				382	1356	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.:	202	1310	489				234	1950	245				304	1572	146				382	1356	216			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.18	0.82				1.00	2.67	0.33				1.00	2.74	0.26				1.00	2.59	0.41			
Final Sat.:	1700	3931	1469				1700	4798	602				1700	4940	460				1700	4657	743			
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.33	0.33				0.14	0.41	0.41				0.18	0.32	0.32				0.22	0.29	0.29			
Crit Moves:	****							****						****						****				
Green/Cycle:	0.10	0.32	0.32				0.13	0.36	0.36				0.18	0.28	0.28				0.20	0.29	0.29			
Volume/Cap:	1.14	1.03	1.03				1.03	1.14	1.14				0.99	1.14	1.14				1.14	0.99	0.99			
Delay/Veh:	165.7	68.9	68.9				118.5	110	110.4				97.6	117	116.7				142.6	62.4	62.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	165.7	68.9	68.9				118.5	110	110.4				97.6	117	116.7				142.6	62.4	62.4			
LOS by Move:	F	E	E				F	F	F				F	F	F				F	E	E			
HCM2kAvgQ:	15	31	31				15	43	43				18	35	35				26	26	26			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800																				
Base Vol:	303	1124	25			35	1131	260			50	14	188			11	5	81		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	312	1158	26			36	1165	268			52	14	194			11	5	83		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	285	0			0	493	0			0	0	0			0	0	0		
Initial Fut:	312	1443	26			36	1658	268			52	14	194			11	5	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:	312	1443	26			36	1658	268			52	14	194			11	5	83		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	312	1443	26			36	1658	268			52	14	194			11	5	83		
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5	6.5	6.9			7.5	6.5	6.9		
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0	3.3			3.5	4.0	3.3		
Capacity Module:																				
Cnflict Vol:	1926	xxxx	xxxxx			1469	xxxx	xxxxx			3079	3824	829			2976	4066	722		
Potent Cap.:	310	xxxx	xxxxx			465	xxxx	xxxxx			5	4	318			6	3	374		
Move Cap.:	310	xxxx	xxxxx			465	xxxx	xxxxx			0	0	318			0	0	374		
Volume/Cap:	1.01	xxxx	xxxx			0.08	xxxx	xxxx			xxxx	xxxx	0.61			xxxx	xxxx	0.22		
Level Of Service Module:																				
2Way95thQ:	10.9	xxxx	xxxxx			0.3	xxxx	xxxxx			xxxx	xxxx	3.8			xxxx	xxxx	0.8		
Control Del:	90.3	xxxx	xxxxx			13.4	xxxx	xxxxx			xxxxx	xxxx	32.5			xxxxx	xxxx	17.4		
LOS by Move:	F	*	*			B	*	*			*	*	D			*	*	C		
Movement:	LT - LTR - RT					LT - LTR - RT					LT - LTR - RT					LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0	xxxx	xxxxx			0	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	*					*					F					F				

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 11 May 2005 << 1645-1745																				
Base Vol:	81	3	105			28	7	29			24	1199	95			89	1067	41		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	83	3	108			29	7	30			25	1235	98			92	1099	42		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	0	0			0	0	0			0	3	0			0	5	0		
Initial Fut:	83	3	108			29	7	30			25	1238	98			92	1104	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:	83	3	108			29	7	30			25	1238	98			92	1104	42		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	83	3	108			29	7	30			25	1238	98			92	1104	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.:	83	3	108			29	7	30			25	1238	98			92	1104	42		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.95	0.95	0.95			0.95	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95		
Lanes:	0.96	0.04	1.00			0.80	0.20	1.00			1.00	2.00	1.00			1.00	2.00	1.00		
Final Sat.:	1736	64	1800			1440	360	1800			1700	3600	1800			1700	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.05	0.06			0.02	0.02	0.02			0.01	0.34	0.05			0.05	0.31	0.02		
Crit Moves:			****									****								
Green/Cycle:	0.14	0.14	0.14			0.14	0.14	0.14			0.82	0.82	0.82			0.82	0.82	0.82		
Volume/Cap:	0.34	0.34	0.42			0.14	0.14	0.12			0.02	0.42	0.07			0.07	0.38	0.03		
Delay/Veh:	39.4	39.4	40.2			37.7	37.7	37.6			1.7	2.6	1.8			1.8	2.5	1.7		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	39.4	39.4	40.2			37.7	37.7	37.6			1.7	2.6	1.8			1.8	2.5	1.7		
LOS by Move:	D	D	D			D	D	D			A	A	A			A	A	A		
HCM2kAvgQ:	3	3	4			1	1	1			0	6	1			1	5	0		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 31 Mar 2005 << 1645-1745																								
Base Vol:	67	146	82		78	127	40		89	1165	83		127	825	86									
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	69	150	84		80	131	41		92	1200	86		131	850	89									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0									
Initial Fut:	69	150	84		80	131	41		92	1200	86		131	850	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:	69	150	84		80	131	41		92	1200	86		131	850	89									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	69	150	84		80	131	41		92	1200	86		131	850	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.:	69	150	84		80	131	41		92	1200	86		131	850	89									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95									
Lanes:	0.31	0.69	1.00		0.38	0.62	1.00		1.00	2.00	1.00		1.00	2.00	1.00									
Final Sat.:	566	1234	1800		685	1115	1800		1700	3600	1800		1700	3600	1800									
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.12	0.05		0.12	0.12	0.02		0.05	0.33	0.05		0.08	0.24	0.05									
Crit Moves:		****								****			****											
Green/Cycle:	0.22	0.22	0.22		0.22	0.22	0.22		0.13	0.59	0.59		0.14	0.59	0.59									
Volume/Cap:	0.57	0.57	0.22		0.55	0.55	0.11		0.40	0.57	0.08		0.57	0.40	0.08									
Delay/Veh:	37.0	37.0	32.6		36.5	36.5	31.6		40.7	13.0	8.9		43.7	11.1	8.9									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	37.0	37.0	32.6		36.5	36.5	31.6		40.7	13.0	8.9		43.7	11.1	8.9									
LOS by Move:	D		D		C		D		D		B		A		D		B		A					
HCM2kAvgQ:	7		7		2		7		7		1		3		12		1		5		7		1	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.2
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	1!	0	0		1	0	1	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 30 Mar 2005 << 1645-1745																								
Base Vol:	37	92	89		94	165	136		144	487	62		98	723	85									
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03									
Initial Bse:	38	95	92		97	170	140		148	502	64		101	745	88									
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0									
Initial Fut:	38	95	92		97	170	140		148	502	64		101	745	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:	38	95	92		97	170	140		148	502	64		101	745	88									
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0									
Reduced Vol:	38	95	92		97	170	140		148	502	64		101	745	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.:	38	95	92		97	170	140		148	502	64		101	745	88									
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900									
Adjustment:	0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95									
Lanes:	0.17	0.42	0.41		1.00	1.00	1.00		1.00	1.77	0.23		1.00	1.79	0.21									
Final Sat.:	306	760	735		1700	1800	1800		1700	3193	407		1700	3221	379									
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.12	0.12		0.06	0.09	0.08		0.09	0.16	0.16		0.06	0.23	0.23									
Crit Moves:		****												****										
Green/Cycle:	0.34	0.34	0.34		0.34	0.34	0.34		0.62	0.62	0.62		0.62	0.62	0.62									
Volume/Cap:	0.37	0.37	0.37		0.17	0.28	0.23		0.14	0.25	0.25		0.10	0.37	0.37									
Delay/Veh:	25.5	25.5	25.5		23.5	24.6	24.1		7.8	8.5	8.5		7.6	9.3	9.3									
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00									
AdjDel/Veh:	25.5	25.5	25.5		23.5	24.6	24.1		7.8	8.5	8.5		7.6	9.3	9.3									
LOS by Move:	C		C		C		C		C		A		A		A		A		A					
HCM2kAvgQ:	6		6		6		2		4		3		2		4		4		1		7		7	

Note: Queue reported is the number of cars per lane.

Weekend Mid-Day Peak Hour

EXWP-MID WKEND Mon Nov 20, 2006 14:13:52 Page 3-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Abalone Ave/Carson St

Cycle (sec):	100			Critical Vol./Cap.(X):			0.419						
Loss Time (sec):	4 (Y+R=4.0 sec)			Average Delay (sec/veh):			2.3						
Optimal Cycle:	19			Level Of Service:			A						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	0	1	0 1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	25	14	7	5	15	4	1179	12	13	1177	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	2	0	6	0	0	0	0	140	1	2	161	0
Initial Fut:	13	25	20	7	5	15	4	1319	13	15	1338	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:	13	25	20	7	5	15	4	1319	13	15	1338	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	25	20	7	5	15	4	1319	13	15	1338	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.:	13	25	20	7	5	15	4	1319	13	15	1338	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1700	986	814	1700	1800	1800	1700	3600	1800	1700	3548	52
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.03	0.00	0.00	0.01	0.00	0.37	0.01	0.01	0.38	0.38
Crit Moves:		****									****	
Green/Cycle:	0.06	0.06	0.06	0.06	0.06	0.06	0.90	0.90	0.90	0.90	0.90	0.90
Volume/Cap:	0.13	0.42	0.42	0.07	0.05	0.14	0.00	0.41	0.01	0.01	0.42	0.42
Delay/Veh:	45.1	47.9	47.9	44.7	44.5	45.2	0.5	0.9	0.5	0.5	0.9	0.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	47.9	47.9	44.7	44.5	45.2	0.5	0.9	0.5	0.5	0.9	0.9
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	2	2	0	0	1	0	4	0	0	4	4

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKEND Mon Nov 20, 2006 14:13:52 Page 4-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec):	100			Critical Vol./Cap.(X):			0.408						
Loss Time (sec):	6 (Y+R=4.0 sec)			Average Delay (sec/veh):			3.0						
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 0	2 1
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	26	0	58	14	1529	0	0	1699	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	98	0	0	96	0
Initial Fut:	0	0	0	26	0	58	14	1627	0	0	1795	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:	0	0	0	26	0	58	14	1627	0	0	1795	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	0	58	14	1627	0	0	1795	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.:	0	0	0	26	0	58	14	1627	0	0	1795	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.91	0.09
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5235	165
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.01	0.30	0.00	0.00	0.34	0.34
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.86	0.00	0.00	0.84	0.84
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.41	0.41	0.35	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	43.0	0.0	45.8	55.9	1.4	0.0	0.0	2.0	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.0	0.0	45.8	55.9	1.4	0.0	0.0	2.0	2.0
LOS by Move:	A	A	A	D	A	D	E	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	1	4	0	0	5	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372		
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.9		
Optimal Cycle:	18	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	102	0	34	0	0	0	0	1066	81	34	1066	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	3	0	0	2	0
Initial Fut:	102	0	34	0	0	0	0	1069	81	34	1068	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	34	0	0	0	0	1069	81	34	1068	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	34	0	0	0	0	1069	81	34	1068	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	0	34	0	0	0	0	1069	81	34	1068	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.30	0.05	0.02	0.30	0.00
Crit Moves:	****							****				
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.80	0.80	0.80	0.80	0.00
Volume/Cap:	0.37	0.00	0.12	0.00	0.00	0.00	0.00	0.37	0.06	0.03	0.37	0.00
Delay/Veh:	38.3	0.0	36.0	0.0	0.0	0.0	0.0	3.0	2.1	2.1	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	0.0	36.0	0.0	0.0	0.0	0.0	3.0	2.1	2.1	3.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	5	1	0	5	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579		
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	8.1		
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	10	3	18	301	10	104	48	1732	23	15	2134	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	97	0	0	100	0
Initial Fut:	10	3	18	301	10	104	48	1829	23	15	2234	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:	10	3	18	301	10	104	48	1829	23	15	2234	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3	18	301	10	104	48	1829	23	15	2234	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.:	10	3	18	301	10	104	48	1829	23	15	2234	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.77	0.23	1.00	1.94	0.06	1.00	1.00	2.96	0.04	1.00	2.78	0.22
Final Sat.:	1385	415	1800	3384	116	1800	1700	5334	66	1700	5007	393
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.06	0.03	0.34	0.34	0.01	0.45	0.45
Crit Moves:			****		****						****	
Green/Cycle:	0.02	0.02	0.02	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.44	0.44	0.58	0.58	0.58	0.38	0.04	0.45	0.45	0.01	0.58	0.58
Delay/Veh:	58.7	58.7	74.0	40.9	40.9	38.9	2.7	4.1	4.1	2.7	5.0	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	58.7	74.0	40.9	40.9	38.9	2.7	4.1	4.1	2.7	5.0	5.0
LOS by Move:	E	E	E	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	6	6	3	0	7	7	0	11	11

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	50	20	46				40	30	76				55	1028	26				131	1401	56			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				12	0	15				15	116	0				0	102	12			
Initial Fut:	50	20	46				52	30	91				70	1144	26				131	1503	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:	50	20	46				52	30	91				70	1144	26				131	1503	68			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	50	20	46				52	30	91				70	1144	26				131	1503	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.:	50	20	46				52	30	91				70	1144	26				131	1503	68			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.95	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				0.64	0.36	1.00				1.00	3.00	1.00				1.00	2.87	0.13			
Final Sat.:	1700	1800	1800				1145	655	1800				1700	5400	1800				1700	5167	233			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.01	0.03				0.05	0.05	0.05				0.04	0.21	0.01				0.08	0.29	0.29			
Crit Moves:								****						****							****			
Green/Cycle:	0.11	0.11	0.11				0.11	0.11	0.11				0.10	0.61	0.61				0.22	0.72	0.72			
Volume/Cap:	0.26	0.10	0.23				0.40	0.40	0.45				0.40	0.35	0.02				0.35	0.40	0.40			
Delay/Veh:	41.2	39.9	40.9				41.8	41.8	42.2				43.6	9.9	7.9				33.5	5.4	5.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	41.2	39.9	40.9				41.8	41.8	42.2				43.6	9.9	7.9				33.5	5.4	5.4			
LOS by Move:	D	D	D				D	D	D				D	A	A				C	A	A			
HCM2kAvgQ:	2	1	2				3	3	3				3	6	0				4	7	7			

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:52 Page 8-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 9 Apr 2005 << 1215-1315																								
Base Vol:	8	11	26				70	11	49				34	671	12				35	862	36			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	8	11	27				72	11	50				35	691	12				36	888	37			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	3	0				0	2	0			
Initial Fut:	8	11	27				72	11	50				35	694	12				36	890	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:	8	11	27				72	11	50				35	694	12				36	890	37			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	8	11	27				72	11	50				35	694	12				36	890	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.:	8	11	27				72	11	50				35	694	12				36	890	37			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.95				0.95	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	0.42	0.58	1.00				0.54	0.08	0.38				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	758	1042	1800				969	152	678				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01	0.01				0.07	0.07	0.07				0.02	0.19	0.01				0.02	0.25	0.02			
Crit Moves:								****												****				
Green/Cycle:	0.22	0.22	0.22				0.22	0.22	0.22				0.74	0.74	0.74				0.74	0.74	0.74			
Volume/Cap:	0.05	0.05	0.07				0.34	0.34	0.34				0.03	0.26	0.01				0.03	0.34	0.03			
Delay/Veh:	30.6	30.6	30.8				33.2	33.2	33.2				3.5	4.3	3.5				3.5	4.6	3.5			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	30.6	30.6	30.8				33.2	33.2	33.2				3.5	4.3	3.5				3.5	4.6	3.5			
LOS by Move:	C	C	C				C	C	C				A	A	A				A	A	A			
HCM2kAvgQ:	1	1	1				4	4	4				0	4	0				0	5	0			

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKEND Mon Nov 20, 2006 14:13:52 Page 9-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.9
Optimal Cycle: 61 Level Of Service: C

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:	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	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	455	0	491		0	0	0		0	910	260		449	857	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	66	0	66		0	0	0		0	4	77		77	2	0	
Initial Fut:	521	0	557		0	0	0		0	914	337		526	859	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:	521	0	557		0	0	0		0	914	337		526	859	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	521	0	557		0	0	0		0	914	337		526	859	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.:	521	0	557		0	0	0		0	914	337		526	859	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.49	0.00	1.51		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	2585	0	2713		0	0	0		0	3600	1800		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.21		0.00	0.00	0.00		0.00	0.25	0.19		0.31	0.24	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.25	0.00	0.63		0.00	0.00	0.00		0.00	0.32	0.32		0.38	0.70	0.00	
Volume/Cap:	0.81	0.00	0.32		0.00	0.00	0.00		0.00	0.81	0.59		0.81	0.34	0.00	
Delay/Veh:	45.9	0.0	10.1		0.0	0.0	0.0		0.0	42.0	36.3		40.2	7.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.9	0.0	10.1		0.0	0.0	0.0		0.0	42.0	36.3		40.2	7.2	0.0	
LOS by Move:	D	A	B		A	A	A		A	D	D		D	A	A	
HCM2kAvgQ:	15	0	6		0	0	0		0	18	11		21	6	0	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:53 Page 10-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	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:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	33	961	37		14	807	25		15	6	32		32	9	20	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	132	0		0	154	0		0	0	0		0	0	0	
Initial Fut:	33	1093	37		14	961	25		15	6	32		32	9	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:	33	1093	37		14	961	25		15	6	32		32	9	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	1093	37		14	961	25		15	6	32		32	9	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.:	33	1093	37		14	961	25		15	6	32		32	9	20	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.71	0.29	1.00		0.77	0.23	1.00	
Final Sat.:	1700	3600	1800		1700	3600	1800		1286	514	1800		1395	405	1800	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.30	0.02		0.01	0.27	0.01		0.01	0.01	0.02		0.02	0.02	0.01	
Crit Moves:		****												****		
Green/Cycle:	0.89	0.89	0.89		0.89	0.89	0.89		0.07	0.07	0.07		0.07	0.07	0.07	
Volume/Cap:	0.02	0.34	0.02		0.01	0.30	0.02		0.18	0.18	0.26		0.34	0.34	0.16	
Delay/Veh:	0.6	0.9	0.6		0.6	0.8	0.6		44.7	44.7	45.4		46.2	46.2	44.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.6	0.9	0.6		0.6	0.8	0.6		44.7	44.7	45.4		46.2	46.2	44.6	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	0	3	0		0	2	0		1	1	1		2	2	1	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:53 Page 11-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):		0.649
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):		33.5
Optimal Cycle:	44	Level Of Service:		C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	110	711	90	67	602	70	106	327	72	99	373	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	132	0	0	154	0	0	705	1	0	515	0
Initial Fut:	111	843	90	67	756	70	106	1032	73	99	888	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:	111	843	90	67	756	70	106	1032	73	99	888	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	843	90	67	756	70	106	1032	73	99	888	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.:	111	843	90	67	756	70	106	1032	73	99	888	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20	1.00	1.84	0.16
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	5043	357	1700	3308	292
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.05	0.04	0.21	0.04	0.06	0.20	0.20	0.06	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.36	0.06	0.32	0.32	0.10	0.40	0.40	0.11	0.41	0.41
Volume/Cap:	0.65	0.65	0.14	0.65	0.65	0.12	0.65	0.52	0.52	0.52	0.65	0.65
Delay/Veh:	60.4	32.9	25.7	68.2	36.1	28.7	61.2	27.7	27.7	52.6	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	32.9	25.7	68.2	36.1	28.7	61.2	27.7	27.7	52.6	29.3	29.3
LOS by Move:	E	C	C	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	6	14	2	4	13	2	5	11	11	4	15	15

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:53 Page 12-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Anza Ave/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):		0.351
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):		5.2
Optimal Cycle:	17	Level Of Service:		A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	46	914	26	56	898	21	36	44	47	32	13	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	132	1	1	154	0	0	0	0	0	0	1
Initial Fut:	46	1046	27	57	1052	21	36	44	47	32	13	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:	46	1046	27	57	1052	21	36	44	47	32	13	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1046	27	57	1052	21	36	44	47	32	13	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.:	46	1046	27	57	1052	21	36	44	47	32	13	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	0.70	0.30	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	808	992	1800	1268	532	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.01	0.03	0.29	0.01	0.04	0.04	0.03	0.03	0.03	0.02
Crit Moves:					****			****				
Green/Cycle:	0.83	0.83	0.83	0.83	0.83	0.83	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.03	0.35	0.02	0.04	0.35	0.01	0.35	0.35	0.21	0.20	0.20	0.15
Delay/Veh:	1.4	2.0	1.4	1.5	2.0	1.4	40.8	40.8	39.6	39.5	39.5	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.4	2.0	1.4	1.5	2.0	1.4	40.8	40.8	39.6	39.5	39.5	39.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	4	0	3	3	2	1	1	1

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:53 Page 13-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	57	1090	32				31	931	24				24	24	66				23	12	20			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	133	0				0	154	0				0	0	0				0	0	0			
Initial Fut:	57	1223	32				31	1085	24				24	24	66				23	12	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:	57	1223	32				31	1085	24				24	24	66				23	12	20			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	57	1223	32				31	1085	24				24	24	66				23	12	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.:	57	1223	32				31	1085	24				24	24	66				23	12	20			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				0.50	0.50	1.00				0.65	0.35	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				900	900	1800				1165	635	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.34	0.02				0.02	0.30	0.01				0.03	0.03	0.04				0.02	0.02	0.01			
Crit Moves:		****													****									
Green/Cycle:	0.87	0.87	0.87				0.87	0.87	0.87				0.09	0.09	0.09				0.09	0.09	0.09			
Volume/Cap:	0.04	0.39	0.02				0.02	0.35	0.02				0.28	0.28	0.39				0.21	0.21	0.12			
Delay/Veh:	0.9	1.4	0.9				0.9	1.3	0.9				43.1	43.1	44.2				42.5	42.5	41.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.9	1.4	0.9				0.9	1.3	0.9				43.1	43.1	44.2				42.5	42.5	41.9			
LOS by Move:	A	A	A				A	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	0	4	0				0	4	0				2	2	2				1	1	1			

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKEND Mon Nov 20, 2006 14:13:53 Page 14-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.5
Optimal Cycle: 121 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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	229	778	137				222	645	123				199	925	149				191	999	201			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	15	48	3				7	49	98				78	149	26				3	193	7			
Initial Fut:	244	826	140				229	694	221				277	1074	175				194	1192	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:	244	826	140				229	694	221				277	1074	175				194	1192	208			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	244	826	140				229	694	221				277	1074	175				194	1192	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.:	244	826	140				229	694	221				277	1074	175				194	1192	208			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.58	0.42				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	4642	758				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.23	0.08				0.13	0.19	0.12				0.16	0.23	0.23				0.11	0.33	0.12			
Crit Moves:		****					****						****							****				
Green/Cycle:	0.17	0.25	0.25				0.15	0.23	0.23				0.18	0.36	0.36				0.18	0.36	0.36			
Volume/Cap:	0.85	0.92	0.31				0.92	0.85	0.54				0.92	0.64	0.64				0.64	0.92	0.32			
Delay/Veh:	69.0	58.1	37.0				86.5	52.8	42.3				80.2	32.7	32.7				50.5	47.3	28.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	69.0	58.1	37.0				86.5	52.8	42.3				80.2	32.7	32.7				50.5	47.3	28.0			
LOS by Move:	E	E	D				F	D	D				F	C	C				D	D	C			
HCM2kAvgQ:	12	20	4				13	16	8				15	14	14				8	26	6			

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:53 Page 15-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	14	1199	21			23	986	22			21	18	21			18	24	27		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	66	0			0	78	0			0	0	0			0	0	0		
Initial Fut:	14	1265	21			23	1064	22			21	18	21			18	24	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:	14	1265	21			23	1064	22			21	18	21			18	24	27		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	14	1265	21			23	1064	22			21	18	21			18	24	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.:	14	1265	21			23	1064	22			21	18	21			18	24	27		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			0.54	0.46	1.00			0.42	0.58	1.00		
Final Sat.:	1700	3600	1800			1700	3600	1800			973	827	1800			765	1035	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.35	0.01			0.01	0.30	0.01			0.02	0.02	0.01			0.02	0.02	0.01		
Crit Moves:		****															****			
Green/Cycle:	0.90	0.90	0.90			0.90	0.90	0.90			0.06	0.06	0.06			0.06	0.06	0.06		
Volume/Cap:	0.01	0.39	0.01			0.01	0.33	0.01			0.36	0.36	0.19			0.39	0.39	0.25		
Delay/Veh:	0.5	0.8	0.5			0.5	0.8	0.5			47.4	47.4	45.7			47.7	47.7	46.2		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	0.5	0.8	0.5			0.5	0.8	0.5			47.4	47.4	45.7			47.7	47.7	46.2		
LOS by Move:	A	A	A			A	A	A			D	D	D			D	D	D		
HCM2kAvgQ:	0	3	0			0	3	0			2	2	1			2	2	1		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	45	1083	112			127	927	48			29	176	28			146	209	290		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	11	118			65	14	0			0	2	0			118	3	55		
Initial Fut:	45	1094	230			192	941	48			29	178	28			264	212	345		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	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	1094	230			192	941	48			29	178	28			264	212	345		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	45	1094	230			192	941	48			29	178	28			264	212	345		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	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	1094	230			192	941	48			29	178	28			264	212	345		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95			0.84	0.95	0.95		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			1.00	1.00	1.00			2.00	1.00	1.00		
Final Sat.:	1700	3600	1800			1700	3600	1800			1700	1800	1800			3200	1800	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.30	0.13			0.11	0.26	0.03			0.02	0.10	0.02			0.08	0.12	0.19		
Crit Moves:		****					****					****								****
Green/Cycle:	0.06	0.45	0.45			0.17	0.56	0.56			0.02	0.17	0.17			0.14	0.28	0.28		
Volume/Cap:	0.47	0.68	0.29			0.68	0.47	0.05			0.68	0.59	0.09			0.59	0.42	0.68		
Delay/Veh:	49.3	23.1	17.7			45.7	13.5	10.1			84.7	41.6	35.4			42.5	29.8	35.6		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	49.3	23.1	17.7			45.7	13.5	10.1			84.7	41.6	35.4			42.5	29.8	35.6		
LOS by Move:	D	C	B			D	B	B			F	D	D			D	C	D		
HCM2kAvgQ:	2	15	5			7	9	1			2	6	1			5	6	11		

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 17-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.1
Optimal Cycle: 160 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: 26 Mar 2005 << 1230-1330												
Base Vol:	206	739	214	268	637	93	112	935	167	233	866	300
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	761	220	276	656	96	115	963	172	240	892	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	17	129	0	0	132	0	0	76	17	0	53	0
Initial Fut:	229	890	220	276	788	96	115	1039	189	240	945	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	890	220	276	788	96	115	1039	189	240	945	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	890	220	276	788	96	115	1039	189	240	945	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	890	220	276	788	96	115	1039	189	240	945	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3046	554	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.12	0.16	0.22	0.05	0.07	0.34	0.34	0.14	0.26	0.17
Crit Moves:		****			****			****			****	
Green/Cycle:	0.16	0.26	0.26	0.17	0.27	0.27	0.10	0.36	0.36	0.15	0.40	0.40
Volume/Cap:	0.83	0.96	0.47	0.96	0.83	0.20	0.65	0.96	0.96	0.96	0.65	0.43
Delay/Veh:	66.5	63.4	38.3	90.3	47.4	34.4	60.3	53.4	53.4	95.3	30.3	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	63.4	38.3	90.3	47.4	34.4	60.3	53.4	53.4	95.3	30.3	26.4
LOS by Move:	E	E	D	F	D	C	E	D	D	F	C	C
HCM2kAvgQ:	11	22	7	16	17	3	6	28	28	14	15	9

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 18-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	980	14	31	1021	31	14	10	32	7	8	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	145	0	0	149	0	0	0	0	0	0	0
Initial Fut:	44	1125	14	31	1170	31	14	10	32	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:	44	1125	14	31	1170	31	14	10	32	7	8	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1125	14	31	1170	31	14	10	32	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.:	44	1125	14	31	1170	31	14	10	32	7	8	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.47	0.53	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1050	750	1800	840	960	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.01	0.02	0.33	0.02	0.01	0.01	0.02	0.01	0.01	0.01
Crit Moves:					****				****			
Green/Cycle:	0.91	0.91	0.91	0.91	0.91	0.91	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.03	0.34	0.01	0.02	0.36	0.02	0.28	0.28	0.36	0.17	0.17	0.17
Delay/Veh:	0.4	0.6	0.4	0.4	0.7	0.4	47.5	47.5	48.4	46.5	46.5	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.6	0.4	0.4	0.7	0.4	47.5	47.5	48.4	46.5	46.5	46.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	3	0	1	1	1	1	1	1

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 19-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future 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): 22.8
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	2	0	1		1	0	2	0	0		0	0	0	0	0		1	0	1!	0	1	
Volume Module: >> Count Date: 30 Apr 2005 << 1215-1315																								
Base Vol:	0	706	348	351	668	0	0	0	0	274	0	331												
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	0	727	359	362	688	0	0	0	0	282	0	341												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	129	0	17	132	0	0	0	0	0	0	16												
Initial Fut:	0	856	359	379	820	0	0	0	0	282	0	357												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	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	856	359	379	820	0	0	0	0	282	0	357												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	856	359	379	820	0	0	0	0	282	0	357												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	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	856	359	379	820	0	0	0	0	282	0	357												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95												
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.45	0.00	1.55												
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	2504	0	2786												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.24	0.20	0.22	0.23	0.00	0.00	0.00	0.00	0.11	0.00	0.13												
Crit Moves:		****		****								****												
Green/Cycle:	0.00	0.38	0.38	0.36	0.74	0.00	0.00	0.00	0.00	0.20	0.00	0.20												
Volume/Cap:	0.00	0.63	0.52	0.63	0.31	0.00	0.00	0.00	0.00	0.55	0.00	0.63												
Delay/Veh:	0.0	26.2	24.8	28.8	4.6	0.0	0.0	0.0	0.0	36.2	0.0	37.5												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	26.2	24.8	28.8	4.6	0.0	0.0	0.0	0.0	36.2	0.0	37.5												
LOS by Move:	A	C	C	C	A	A	A	A	A	D	A	D												
HCM2kAvgQ:	0	12	9	11	5	0	0	0	0	6	0	8												

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 20-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Split Phase						Split Phase					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	1	0	0	1		1	0	1	0	1	
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																								
Base Vol:	27	610	5	16	523	351	372	10	67	1	10	13												
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	28	628	5	16	539	362	383	10	69	1	10	13												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	129	0	0	132	0	0	0	0	0	0	0												
Initial Fut:	28	757	5	16	671	362	383	10	69	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:	28	757	5	16	671	362	383	10	69	1	10	13												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	28	757	5	16	671	362	383	10	69	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.:	28	757	5	16	671	362	383	10	69	1	10	13												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95												
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00												
Final Sat.:	1700	3600	1800	1700	3600	1800	3408	92	1800	1700	1800	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.21	0.00	0.01	0.19	0.20	0.11	0.11	0.04	0.00	0.01	0.01												
Crit Moves:		****						****				****												
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.32	0.32	0.32	0.02	0.02	0.02												
Volume/Cap:	0.03	0.35	0.00	0.02	0.31	0.34	0.35	0.35	0.12	0.03	0.27	0.35												
Delay/Veh:	8.2	10.3	8.1	8.1	10.0	10.3	26.2	26.2	24.1	48.3	52.0	53.8												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	8.2	10.3	8.1	8.1	10.0	10.3	26.2	26.2	24.1	48.3	52.0	53.8												
LOS by Move:	A	B	A	A	A	B	C	C	C	D	D	D												
HCM2kAvgQ:	0	6	0	0	5	6	5	5	2	0	1	1												

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 21-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03								
Initial Bse:	207	198		146	253	223		72	104	1158		59	171	1242		139								
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
APPRVD PROJ:	0	0		0	66	0		66	64	32		0	0	31		65								
Initial Fut:	207	198		146	319	223		138	168	1190		59	171	1273		204								
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
PHF Adj:	1.00	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	198		146	319	223		138	168	1190		59	171	1273		204								
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
Reduced Vol:	207	198		146	319	223		138	168	1190		59	171	1273		204								
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
Final Vol.:	207	198		146	319	223		138	168	1190		59	171	1273		204								
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900								
Adjustment:	0.89	0.95		0.95	0.92	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95								
Lanes:	1.00	1.15		0.85	1.79	1.21		1.00	1.00	2.00		1.00	1.00	2.00		1.00								
Final Sat.:	1700	2069		1531	3123	2176		1800	1700	3600		1800	1700	3600		1800								
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.10		0.10	0.10	0.10		0.08	0.10	0.33		0.03	0.10	0.35		0.11								
Crit Moves:	****				****				****					****										
Green/Cycle:	0.16	0.16		0.16	0.14	0.14		0.14	0.13	0.46		0.46	0.14	0.47		0.47								
Volume/Cap:	0.75	0.59		0.59	0.75	0.75		0.56	0.75	0.72		0.07	0.72	0.75		0.24								
Delay/Veh:	51.0	40.4		40.4	46.0	46.0		43.4	55.2	23.2		15.0	51.0	23.6		16.0								
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
AdjDel/Veh:	51.0	40.4		40.4	46.0	46.0		43.4	55.2	23.2		15.0	51.0	23.6		16.0								
LOS by Move:	D		D		D	D		D	E		C		B	D		C		B						
HCM2kAvgQ:	9		6		6	8		8	5	7		16	1	7		18		4						

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 22-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
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: 16 Apr 2005 << 1230-1330																								
Base Vol:	33	49		19	10	21		22	20	1068		25	16	916		10								
Growth Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03								
Initial Bse:	34	50		20	10	22		23	21	1100		26	16	944		10								
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
APPRVD PROJ:	0	3		1	3	4		0	0	333		0	1	222		1								
Initial Fut:	34	53		21	13	26		23	21	1433		26	17	1166		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:	34	53		21	13	26		23	21	1433		26	17	1166		11								
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
Reduced Vol:	34	53		21	13	26		23	21	1433		26	17	1166		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.:	34	53		21	13	26		23	21	1433		26	17	1166		11								
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900								
Adjustment:	0.95	0.95		0.95	0.95	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95								
Lanes:	0.39	0.61		1.00	0.34	0.66		1.00	1.00	2.00		1.00	1.00	2.00		1.00								
Final Sat.:	700	1100		1800	615	1185		1800	1700	3600		1800	1700	3600		1800								
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.05		0.01	0.02	0.02		0.01	0.01	0.40		0.01	0.01	0.32		0.01								
Crit Moves:		****								****														
Green/Cycle:	0.10	0.10		0.10	0.10	0.10		0.10	0.86	0.86		0.86	0.86	0.86		0.86								
Volume/Cap:	0.47	0.47		0.11	0.21	0.21		0.12	0.01	0.47		0.02	0.01	0.38		0.01								
Delay/Veh:	44.0	44.0		40.8	41.5	41.5		40.9	1.1	1.8		1.1	1.1	1.6		1.1								
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
AdjDel/Veh:	44.0	44.0		40.8	41.5	41.5		40.9	1.1	1.8		1.1	1.1	1.6		1.1								
LOS by Move:	D		D		D	D		D	A		A		A	A		A								
HCM2kAvgQ:	3		3		1	1		1	0	6		0	0	4		0								

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 23-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 9 Apr 2005 << 1200-1300																								
Base Vol:	44	149	56				60	108	54				62	1027	41				66	1040	56			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	45	154	58				62	111	56				64	1058	42				68	1072	58			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	4	0				0	3	0				1	140	1				1	161	1			
Initial Fut:	45	158	58				62	114	56				65	1198	43				69	1233	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:	45	158	58				62	114	56				65	1198	43				69	1233	59			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	45	158	58				62	114	56				65	1198	43				69	1233	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.:	45	158	58				62	114	56				65	1198	43				69	1233	59			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.95	0.95	0.95				0.95	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	0.22	0.78	1.00				0.35	0.65	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	402	1398	1800				632	1168	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.11	0.03				0.10	0.10	0.03				0.04	0.33	0.02				0.04	0.34	0.03			
Crit Moves:		****																		****				
Green/Cycle:	0.24	0.24	0.24				0.24	0.24	0.24				0.72	0.72	0.72				0.72	0.72	0.72			
Volume/Cap:	0.47	0.47	0.13				0.41	0.41	0.13				0.05	0.46	0.03				0.06	0.47	0.05			
Delay/Veh:	33.6	33.6	30.2				32.8	32.8	30.1				4.0	5.9	4.0				4.0	6.0	4.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	33.6	33.6	30.2				32.8	32.8	30.1				4.0	5.9	4.0				4.0	6.0	4.0			
LOS by Move:	C	C	C				C	C	C				A	A	A				A	A	A			
HCM2kAvgQ:	6	6	1				5	5	1				1	8	0				1	9	1			

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:54 Page 24-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.5
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	128	210	123				50	209	277				110	1221	108				121	1429	44			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	3	0				0	2	0				0	77	0				0	58	0			
Initial Fut:	128	213	123				50	211	277				110	1298	108				121	1487	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:	128	213	123				50	211	277				110	1298	108				121	1487	44			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	128	213	123				50	211	277				110	1298	108				121	1487	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.:	128	213	123				50	211	277				110	1298	108				121	1487	44			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.77	0.23				1.00	2.91	0.09			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	4985	415				1700	5244	156			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.12	0.07				0.03	0.12	0.15				0.06	0.26	0.26				0.07	0.28	0.28			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.13	0.27	0.40				0.07	0.20	0.32				0.11	0.48	0.48				0.13	0.49	0.49			
Volume/Cap:	0.58	0.44	0.17				0.44	0.58	0.49				0.58	0.55	0.55				0.55	0.58	0.58			
Delay/Veh:	44.5	31.1	19.6				47.6	38.1	28.3				46.3	18.8	18.8				43.6	18.3	18.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	44.5	31.1	19.6				47.6	38.1	28.3				46.3	18.8	18.8				43.6	18.3	18.3			
LOS by Move:	D	C	B				D	D	C				D	B	B				D	B	B			
HCM2kAvgQ:	5	6	3				2	7	7				4	11	11				5	12	12			

Note: Queue reported is the number of cars per lane.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		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	0.62		0.88	1.00	0.51
Satd. Flow (perm)		1743	1500	1116	1581		1500	1028		1561	1500	848
Volume (vph)	5	132	106	178	75	171	21	57	66	228	154	23
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	132	106	178	75	171	21	57	66	228	154	23
RTOR Reduction (vph)	0	0	84	0	0	0	17	0	0	0	94	0
Lane Group Flow (vph)	0	137	22	178	246	0	4	57	0	294	60	23
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)		19.4	19.4	19.4	19.4		19.4	34.3		34.3	34.3	34.3
Effective Green, g (s)		17.4	17.4	17.4	17.4		17.4	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)		364	313	233	330		313	398		605	581	328
v/s Ratio Prot												
v/s Ratio Perm		0.08	0.01	c0.16	0.16		0.00	0.06		c0.19	0.04	0.03
v/c Ratio		0.38	0.07	0.76	0.75		0.01	0.14		0.49	0.10	0.07
Uniform Delay, d1		28.3	26.5	31.1	30.9		26.2	16.6		19.3	16.3	16.1
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	13.8	8.8		0.0	0.8		2.8	0.4	0.4
Delay (s)		29.0	26.6	44.9	39.8		26.2	17.3		22.1	16.7	16.5
Level of Service		C	C	D	D		C	B		C	B	B
Approach Delay (s)		28.0			41.2					19.9		
Approach LOS		C			D					B		

Intersection Summary

HCM Average Control Delay	31.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	90.9%	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)	1660		1425		1628	
Flt Permitted	1.00		1.00		0.97	
Satd. Flow (perm)	1660		1425		1628	
Volume (vph)	183	13	3	4	161	89
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	183	13	3	4	161	89
RTOR Reduction (vph)	0	0	2	0	0	0
Lane Group Flow (vph)	196	0	1	0	254	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.3		34.3		17.7	
Effective Green, g (s)	32.3		32.3		15.7	
Actuated g/C Ratio	0.39		0.39		0.19	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	643		552		306	
v/s Ratio Prot	0.12				c0.16	
v/s Ratio Perm			0.00			
v/c Ratio	0.30		0.00		0.83	
Uniform Delay, d1	17.8		15.7		32.6	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	1.2		0.0		17.1	
Delay (s)	19.0		15.7		49.7	
Level of Service	B		B		D	
Approach Delay (s)	18.7				49.7	
Approach LOS	B				D	

Intersection Summary

EXWP-MID WKEND Mon Nov 20, 2006 14:13:55 Page 25-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.259
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	419	12	36	410	10	10	9	5	12	12	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	2	0	0	0	0	0	0	0
Initial Fut:	9	422	12	36	412	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	422	12	36	412	10	10	9	5	12	12	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	422	12	36	412	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	422	12	36	412	10	10	9	5	12	12	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.47	1.00	0.50	0.50	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	947	853	1800	900	900	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.01	0.02	0.23	0.01	0.01	0.01	0.00	0.01	0.01	0.01
Crit Moves:		****									****	
Green/Cycle:	0.91	0.91	0.91	0.91	0.91	0.91	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.01	0.26	0.01	0.02	0.25	0.01	0.20	0.20	0.05	0.26	0.26	0.15
Delay/Veh:	0.4	0.7	0.4	0.4	0.6	0.4	46.4	46.4	45.2	46.9	46.9	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.7	0.4	0.4	0.6	0.4	46.4	46.4	45.2	46.9	46.9	45.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	0	0	2	0	1	1	0	1	1	1

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:55 Page 26-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 14 May 2005 << 1230-1330												
Base Vol:	53	357	11	22	344	40	36	123	47	13	112	15
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	55	368	11	23	354	41	37	127	48	13	115	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	3	0	0	2	0	0	0	0	0	0	0
Initial Fut:	55	371	11	23	356	41	37	127	48	13	115	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:	55	371	11	23	356	41	37	127	48	13	115	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	371	11	23	356	41	37	127	48	13	115	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.:	55	371	11	23	356	41	37	127	48	13	115	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.77	1.00	0.10	0.90	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	408	1392	1800	187	1613	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.01	0.01	0.20	0.02	0.09	0.09	0.03	0.07	0.07	0.01
Crit Moves:		****						****				
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.05	0.31	0.01	0.02	0.30	0.03	0.31	0.31	0.09	0.24	0.24	0.03
Delay/Veh:	5.8	7.2	5.6	5.7	7.1	5.7	27.7	27.7	25.7	27.1	27.1	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	7.2	5.6	5.7	7.1	5.7	27.7	27.7	25.7	27.1	27.1	25.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	0	5	0	4	4	1	3	3	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	90	136	52				145	145	38				47	980	23				25	1162	91			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				1	0	0				0	142	0				0	162	2			
Initial Fut:	90	136	52				146	145	38				47	1122	23				25	1324	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:	90	136	52				146	145	38				47	1122	23				25	1324	93			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	90	136	52				146	145	38				47	1122	23				25	1324	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.:	90	136	52				146	145	38				47	1122	23				25	1324	93			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.04	0.03				0.09	0.04	0.02				0.03	0.31	0.01				0.01	0.37	0.05			
Crit Moves:		****					****													****				
Green/Cycle:	0.13	0.07	0.07				0.16	0.10	0.10				0.70	0.70	0.70				0.70	0.70	0.70			
Volume/Cap:	0.39	0.52	0.40				0.52	0.39	0.21				0.04	0.44	0.02				0.02	0.52	0.07			
Delay/Veh:	40.7	46.7	46.3				40.0	42.6	41.7				4.5	6.5	4.5				4.5	7.2	4.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	40.7	46.7	46.3				40.0	42.6	41.7				4.5	6.5	4.5				4.5	7.2	4.7			
LOS by Move:	D	D	D				D	D	D				A	A	A				A	A	A			
HCM2kAvgQ:	3	3	2				5	3	1				0	8	0				0	10	1			

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:55 Page 28-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #27 Cabrillo 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): 12.5
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	56	116	64				46	83	100				67	1260	50				54	1371	48			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				18	0	5				5	72	0				0	53	19			
Initial Fut:	56	116	64				64	83	105				72	1332	50				54	1424	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:	56	116	64				64	83	105				72	1332	50				54	1424	67			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	56	116	64				64	83	105				72	1332	50				54	1424	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.:	56	116	64				64	83	105				72	1332	50				54	1424	67			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.89	0.11				1.00	2.86	0.14			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	5203	197				1700	5156	244			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.06	0.04				0.04	0.05	0.06				0.04	0.26	0.26				0.03	0.28	0.28			
Crit Moves:		****											****							****				
Green/Cycle:	0.16	0.16	0.16				0.16	0.16	0.16				0.10	0.70	0.70				0.09	0.68	0.68			
Volume/Cap:	0.21	0.41	0.22				0.24	0.29	0.37				0.41	0.37	0.37				0.37	0.41	0.41			
Delay/Veh:	37.0	38.8	37.1				37.2	37.7	38.4				43.5	6.3	6.3				44.7	7.3	7.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	37.0	38.8	37.1				37.2	37.7	38.4				43.5	6.3	6.3				44.7	7.3	7.3			
LOS by Move:	D	D	D				D	D	D				D	A	A				D	A	A			
HCM2kAvgQ:	2	4	2				2	3	3				3	6	6				2	7	7			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	62	147	31				27	150	45				32	667	78				34	857	25			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	332	0				0	224	0			
Initial Fut:	62	147	31				27	150	45				32	999	78				34	1081	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:	62	147	31				27	150	45				32	999	78				34	1081	25			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	62	147	31				27	150	45				32	999	78				34	1081	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.:	62	147	31				27	150	45				32	999	78				34	1081	25			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	1.85	0.15				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				1700	3338	262				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.04	0.02				0.02	0.04	0.03				0.02	0.30	0.30				0.02	0.30	0.01			
Crit Moves:								****						****						****				
Green/Cycle:	0.11	0.11	0.11				0.11	0.11	0.11				0.05	0.78	0.78				0.05	0.78	0.78			
Volume/Cap:	0.33	0.38	0.16				0.14	0.38	0.23				0.38	0.38	0.38				0.38	0.38	0.02			
Delay/Veh:	42.3	42.0	40.8				40.7	42.1	41.3				49.0	3.6	3.6				48.6	3.5	2.4			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	42.3	42.0	40.8				40.7	42.1	41.3				49.0	3.6	3.6				48.6	3.5	2.4			
LOS by Move:	D	D	D				D	D	D				D	A	A				D	A	A			
HCM2kAvgQ:	2	3	1				1	3	2				2	6	6				2	6	0			

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKEND Mon Nov 20, 2006 14:13:55 Page 30-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	52	156	112				112	149	172				204	1053	34				136	1043	75			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	96	0				0	97	0			
Initial Fut:	52	156	112				112	149	172				204	1149	34				136	1140	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:	52	156	112				112	149	172				204	1149	34				136	1140	75			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	52	156	112				112	149	172				204	1149	34				136	1140	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.:	52	156	112				112	149	172				204	1149	34				136	1140	75			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.00	1.00				1.00	1.88	0.12			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	3600	1800				1700	3377	223			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.09	0.06				0.07	0.08	0.10				0.12	0.32	0.02				0.08	0.34	0.34			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.06	0.13	0.13				0.10	0.16	0.34				0.18	0.54	0.54				0.14	0.50	0.50			
Volume/Cap:	0.50	0.68	0.49				0.68	0.50	0.28				0.68	0.59	0.03				0.59	0.68	0.68			
Delay/Veh:	49.5	49.5	42.2				54.3	39.4	24.2				44.6	16.0	10.8				44.7	20.1	20.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	49.5	49.5	42.2				54.3	39.4	24.2				44.6	16.0	10.8				44.7	20.1	20.1			
LOS by Move:	D	D	D				D	D	C				D	B	B				D	C	C			
HCM2kAvgQ:	2	6	4				5	5	4				8	13	1				5	15	15			

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:55 Page 31-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.172
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.2
Optimal Cycle:	14	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 30 Apr 2005 << 1300-1400												
Base Vol:	0	0	1	75	0	21	31	426	3	8	374	45
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	1	77	0	22	32	439	3	8	385	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	77	0	22	32	439	3	8	385	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:	0	0	1	77	0	22	32	439	3	8	385	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	77	0	22	32	439	3	8	385	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.:	0	0	1	77	0	22	32	439	3	8	385	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1800	1800	0	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.02	0.12	0.00	0.00	0.11	0.03
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.25	0.25	0.00	0.25	0.71	0.71	0.71	0.71	0.71	0.71
Volume/Cap:	0.00	0.00	0.00	0.17	0.00	0.05	0.03	0.17	0.00	0.01	0.15	0.04
Delay/Veh:	0.0	0.0	28.1	29.6	0.0	28.5	4.3	4.8	4.2	4.2	4.7	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	28.1	29.6	0.0	28.5	4.3	4.8	4.2	4.2	4.7	4.3
LOS by Move:	A	A	C	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	2	0	0	2	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:55 Page 32-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.4
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 23 Apr 2005 << 1230-1330												
Base Vol:	8	1	9	30	5	25	23	922	8	13	879	13
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	8	1	9	31	5	26	24	950	8	13	906	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1	9	31	5	26	24	950	8	13	906	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	31	5	26	24	950	8	13	906	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1	9	31	5	26	24	950	8	13	906	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	31	5	26	24	950	8	13	906	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.89	0.11	1.00	0.86	0.14	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	200	1800	1543	257	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.01	0.26	0.00	0.01	0.25	0.01
Crit Moves:					****			****		****		
Green/Cycle:	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.85	0.85	0.03	0.83	0.83
Volume/Cap:	0.08	0.08	0.08	0.31	0.31	0.22	0.30	0.31	0.01	0.31	0.30	0.01
Delay/Veh:	44.3	44.3	44.3	46.2	46.2	45.4	48.3	1.6	1.1	51.9	2.0	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	44.3	44.3	46.2	46.2	45.4	48.3	1.6	1.1	51.9	2.0	1.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	0	0	0	1	1	1	1	3	0	1	3	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 33-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.0
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	31	8	21	23	5	87	138	1168	68	23	921	21												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	0	0	333	0	0	222	0												
Initial Fut:	31	8	21	23	5	87	138	1501	68	23	1143	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:	31	8	21	23	5	87	138	1501	68	23	1143	21												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	31	8	21	23	5	87	138	1501	68	23	1143	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.:	31	8	21	23	5	87	138	1501	68	23	1143	21												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.79	0.21	1.00	0.81	0.19	1.00	1.00	2.00	1.00	1.00	2.00	1.00												
Final Sat.:	1421	379	1800	1467	333	1800	1700	3600	1800	1700	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.02	0.01	0.02	0.02	0.05	0.08	0.42	0.04	0.01	0.32	0.01												
Crit Moves:						****		****																
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.86	0.86	0.86	0.86	0.86	0.86												
Volume/Cap:	0.22	0.22	0.12	0.16	0.16	0.48	0.09	0.48	0.04	0.02	0.37	0.01												
Delay/Veh:	42.1	42.1	41.3	41.6	41.6	44.7	1.1	1.8	1.0	1.0	1.5	1.0												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	42.1	42.1	41.3	41.6	41.6	44.7	1.1	1.8	1.0	1.0	1.5	1.0												
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A												
HCM2kAvgQ:	1	1	1	1	1	3	1	6	0	0	4	0												

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 34-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	141	747	237	282	721	202	169	694	130	167	800	165												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	401	0	0	309	0	0	3	0	0	2	0												
Initial Fut:	141	1148	237	282	1030	202	169	697	130	167	802	165												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	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	1148	237	282	1030	202	169	697	130	167	802	165												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	141	1148	237	282	1030	202	169	697	130	167	802	165												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	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	1148	237	282	1030	202	169	697	130	167	802	165												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51												
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	4479	921												
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.32	0.13	0.17	0.29	0.11	0.10	0.19	0.07	0.10	0.18	0.18												
Crit Moves:		****		****				****			****												
Green/Cycle:	0.13	0.38	0.38	0.20	0.45	0.45	0.13	0.23	0.23	0.12	0.23	0.23												
Volume/Cap:	0.63	0.83	0.34	0.83	0.63	0.25	0.79	0.83	0.31	0.83	0.79	0.79												
Delay/Veh:	55.3	38.0	26.6	62.0	26.1	20.5	69.2	50.9	38.5	76.4	47.5	47.5												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	55.3	38.0	26.6	62.0	26.1	20.5	69.2	50.9	38.5	76.4	47.5	47.5												
LOS by Move:	E	D	C	E	C	C	E	D	D	E	D	D												
HCM2kAvgQ:	7	22	6	14	16	5	9	15	4	9	14	14												

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 35-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Crenshaw Blvd/166th St-Cherry Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	4.7
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	14	974	35	29	775	9	20	23	11	68	28	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	404	0	0	314	0	0	0	0	0	0	0
Initial Fut:	14	1378	35	29	1089	9	20	23	11	68	28	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:	14	1378	35	29	1089	9	20	23	11	68	28	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1378	35	29	1089	9	20	23	11	68	28	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.:	14	1378	35	29	1089	9	20	23	11	68	28	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.37	0.42	0.21	0.71	0.29	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	658	762	381	1277	523	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.02	0.02	0.30	0.01	0.03	0.03	0.03	0.05	0.05	0.02
Crit Moves:		****									****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.01	0.45	0.02	0.02	0.36	0.01	0.25	0.25	0.25	0.45	0.45	0.18
Delay/Veh:	1.2	2.1	1.3	1.3	1.8	1.2	40.8	40.8	40.8	42.7	42.7	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.2	2.1	1.3	1.3	1.8	1.2	40.8	40.8	40.8	42.7	42.7	40.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	0	0	4	0	2	2	2	3	3	1

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 36-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.8
Optimal Cycle:	87	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	176	894	214	222	869	100	88	757	106	193	941	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	401	0	0	310	0	0	0	0	0	0	0
Initial Fut:	176	1295	214	222	1179	100	88	757	106	193	941	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:	176	1295	214	222	1179	100	88	757	106	193	941	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1295	214	222	1179	100	88	757	106	193	941	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.:	176	1295	214	222	1179	100	88	757	106	193	941	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.77	0.23	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	4978	422	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.12	0.13	0.24	0.24	0.05	0.21	0.06	0.06	0.26	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.42	0.42	0.15	0.40	0.40	0.06	0.28	0.28	0.08	0.30	0.30
Volume/Cap:	0.60	0.86	0.28	0.86	0.60	0.60	0.86	0.74	0.21	0.74	0.86	0.17
Delay/Veh:	49.1	37.0	23.3	73.8	29.1	29.1	103.9	42.1	33.0	65.0	46.4	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	37.0	23.3	73.8	29.1	29.1	103.9	42.1	33.0	65.0	46.4	30.8
LOS by Move:	D	D	C	E	C	C	F	D	C	E	D	C
HCM2kAvgQ:	7	25	5	12	13	13	6	15	3	6	20	3

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 37-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	31.9
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	76	557	464	114	803	125	126	257	196	485	414	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	329	56	11	298	0	0	0	0	112	183	72
Initial Fut:	76	886	520	125	1101	125	126	257	196	597	597	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:	76	886	520	125	1101	125	126	257	196	597	597	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	886	520	125	1101	125	126	257	196	597	597	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.:	76	886	520	125	1101	125	126	257	196	597	597	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.13	0.87	1.21	1.16	0.63
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2042	1558	2083	2083	1131
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.29	0.07	0.31	0.07	0.07	0.13	0.13	0.29	0.29	0.29
Crit Moves:					****			****			****	
Green/Cycle:	0.40	0.40	0.77	0.40	0.40	0.40	0.16	0.16	0.16	0.37	0.37	0.37
Volume/Cap:	0.11	0.62	0.37	0.19	0.77	0.17	0.45	0.77	0.77	0.77	0.77	0.77
Delay/Veh:	22.9	29.7	4.6	23.7	34.0	23.5	46.5	54.2	54.2	35.0	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	29.7	4.6	23.7	34.0	23.5	46.5	54.2	54.2	35.0	35.0	35.0
LOS by Move:	C	C	A	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	14	7	3	20	3	5	10	10	19	19	19

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 38-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.1
Optimal Cycle:	107	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module: >> Count Date: 2 Apr 2005 << 1215-1315												
Base Vol:	53	637	183	209	981	404	407	435	113	245	975	283
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	55	656	189	215	1011	416	419	448	116	252	1005	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	24	585	69	4	569	0	0	140	0	76	158	0
Initial Fut:	79	1241	258	219	1580	416	419	588	116	328	1163	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:	79	1241	258	219	1580	416	419	588	116	328	1163	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1241	258	219	1580	416	419	588	116	328	1163	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.:	79	1241	258	219	1580	416	419	588	116	328	1163	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.50	0.50	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	4508	892	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.14	0.13	0.29	0.23	0.13	0.13	0.13	0.10	0.32	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.26	0.48	0.15	0.35	0.50	0.15	0.29	0.29	0.23	0.36	0.36
Volume/Cap:	0.84	0.89	0.30	0.89	0.84	0.47	0.89	0.46	0.46	0.46	0.89	0.44
Delay/Veh:	101.2	50.0	18.8	79.8	39.3	20.1	68.2	35.3	35.3	40.6	43.5	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.2	50.0	18.8	79.8	39.3	20.1	68.2	35.3	35.3	40.6	43.5	29.4
LOS by Move:	F	D	B	E	D	C	E	D	D	D	D	C
HCM2kAvgQ:	5	19	6	12	21	10	12	8	8	6	24	9

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	41.7
Optimal Cycle:	140	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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	1359	106	19	1268	4	5	0	11	107	2	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	630	0	0	656	0	24	911	24	25	808	25
Initial Fut:	9	1989	106	19	1924	4	29	911	35	132	810	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:	9	1989	106	19	1924	4	29	911	35	132	810	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1989	106	19	1924	4	29	911	35	132	810	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.:	9	1989	106	19	1924	4	29	911	35	132	810	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.85	0.15	1.00	2.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	5126	274	1700	5388	12	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.01	0.36	0.36	0.02	0.25	0.02	0.08	0.23	0.02
Crit Moves:		****			****			****			****	
Green/Cycle:	0.01	0.41	0.41	0.01	0.41	0.41	0.27	0.27	0.27	0.24	0.24	0.24
Volume/Cap:	0.87	0.95	0.95	0.95	0.87	0.87	0.06	0.95	0.07	0.33	0.95	0.08
Delay/Veh:	248.6	39.1	39.1	230.8	30.7	30.7	27.5	54.9	27.6	31.7	56.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	248.6	39.1	39.1	230.8	30.7	30.7	27.5	54.9	27.6	31.7	56.0	29.8
LOS by Move:	F	D	D	F	C	C	C	D	C	C	E	C
HCM2kAvgQ:	1	27	27	2	22	22	1	20	1	4	18	1

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 40-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.3
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	1449	20	23	1426	0	0	0	0	27	0	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	581	0	0	694	0	0	0	0	24	0	24
Initial Fut:	0	2030	20	23	2120	0	0	0	0	51	0	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:	0	2030	20	23	2120	0	0	0	0	51	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2030	20	23	2120	0	0	0	0	51	0	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.:	0	2030	20	23	2120	0	0	0	0	51	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.97	0.03	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	5348	52	1700	5400	0	0	0	0	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.01	0.39	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:					****							****
Green/Cycle:	0.00	0.88	0.88	0.88	0.88	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.43	0.43	0.02	0.44	0.00	0.00	0.00	0.00	0.40	0.00	0.44
Delay/Veh:	0.0	1.1	1.1	0.7	1.2	0.0	0.0	0.0	0.0	46.1	0.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.1	1.1	0.7	1.2	0.0	0.0	0.0	0.0	46.1	0.0	46.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	4	4	0	5	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:56 Page 41-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	80	1201	3	3	1279	160	192	7	126	3	4	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	25	519	0	0	720	22	37	0	40	25	0	24
Initial Fut:	105	1720	3	3	1999	182	229	7	166	28	4	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:	105	1720	3	3	1999	182	229	7	166	28	4	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1720	3	3	1999	182	229	7	166	28	4	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.:	105	1720	3	3	1999	182	229	7	166	28	4	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.75	0.25	1.94	0.06	1.00	0.87	0.13	1.00
Final Sat.:	1700	5400	1800	1700	4950	450	3393	107	1800	1570	230	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.00	0.00	0.40	0.40	0.07	0.07	0.09	0.02	0.02	0.02
Crit Moves:	****				****				****			****
Green/Cycle:	0.10	0.74	0.74	0.00	0.64	0.64	0.15	0.15	0.15	0.03	0.03	0.03
Volume/Cap:	0.63	0.43	0.00	0.43	0.63	0.63	0.46	0.46	0.63	0.59	0.59	0.63
Delay/Veh:	50.6	5.1	3.4	86.3	11.0	11.0	39.7	39.7	44.8	63.6	63.6	68.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	5.1	3.4	86.3	11.0	11.0	39.7	39.7	44.8	63.6	63.6	68.7
LOS by Move:	D	A	A	F	B	B	D	D	D	E	E	E
HCM2kAvgQ:	5	7	0	1	14	14	4	4	6	2	2	2

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:57 Page 42-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.4
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	215	1040	113	90	1121	142	122	617	76	127	886	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	333	27	295	368	137	54	14	0	51	14	152
Initial Fut:	215	1373	140	385	1489	279	176	631	76	178	900	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:	215	1373	140	385	1489	279	176	631	76	178	900	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1373	140	385	1489	279	176	631	76	178	900	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.:	215	1373	140	385	1489	279	176	631	76	178	900	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.08	0.12	0.28	0.16	0.05	0.18	0.04	0.06	0.17	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.39	0.39	0.19	0.46	0.46	0.09	0.27	0.27	0.09	0.27	0.27
Volume/Cap:	0.59	0.65	0.20	0.65	0.59	0.33	0.62	0.65	0.16	0.65	0.62	0.43
Delay/Veh:	53.2	30.5	24.2	47.8	24.2	20.6	57.0	40.3	33.5	58.5	39.4	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	30.5	24.2	47.8	24.2	20.6	57.0	40.3	33.5	58.5	39.4	37.0
LOS by Move:	D	C	C	D	C	C	E	D	C	E	D	D
HCM2kAvgQ:	5	15	4	9	14	7	5	12	2	5	11	7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0	0	0	0	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	30	1334	15			21	1162	18			31	5	14			12	10	20		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	293	0			23	368	23			33	0	0			0	0	34		
Initial Fut:	30	1627	15			44	1530	41			64	5	14			12	10	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:	30	1627	15			44	1530	41			64	5	14			12	10	54		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	30	1627	15			44	1530	41			64	5	14			12	10	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.:	30	1627	15			44	1530	41			64	5	14			12	10	54		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.95	0.95	0.95			0.95	0.95	0.95		
Lanes:	1.00	2.97	0.03			1.00	2.92	0.08			0.93	0.07	1.00			0.55	0.45	1.00		
Final Sat.:	1700	5349	51			1700	5261	139			1666	134	1800			982	818	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.30	0.30			0.03	0.29	0.29			0.04	0.04	0.01			0.01	0.01	0.03		
Crit Moves:		****										****								
Green/Cycle:	0.85	0.85	0.85			0.85	0.85	0.85			0.11	0.11	0.11			0.11	0.11	0.11		
Volume/Cap:	0.02	0.36	0.36			0.03	0.34	0.34			0.36	0.36	0.07			0.12	0.12	0.28		
Delay/Veh:	1.1	1.6	1.6			1.1	1.6	1.6			42.5	42.5	40.3			40.6	40.6	41.8		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	1.1	1.6	1.6			1.1	1.6	1.6			42.5	42.5	40.3			40.6	40.6	41.8		
LOS by Move:	A	A	A			A	A	A			D	D	D			D	D	D		
HCM2kAvgQ:	0	4	4			0	4	4			2	2	0			1	1	2		

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
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					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	203	1022	271			189	999	149			169	743	111			365	837	188		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	99	250	34			0	340	2			3	105	99			54	116	0		
Initial Fut:	302	1272	305			189	1339	151			172	848	210			419	953	188		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	302	1272	305			189	1339	151			172	848	210			419	953	188		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	302	1272	305			189	1339	151			172	848	210			419	953	188		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Final Vol.:	302	1272	305			189	1339	151			172	848	210			419	953	188		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95		
Lanes:	2.00	3.00	1.00			2.00	2.70	0.30			2.00	2.40	0.60			2.00	2.00	1.00		
Final Sat.:	3200	5400	1800			3200	4852	548			3200	4327	1073			3200	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.24	0.17			0.06	0.28	0.28			0.05	0.20	0.20			0.13	0.26	0.10		
Crit Moves:	****						****					****				****				
Green/Cycle:	0.13	0.40	0.40			0.10	0.37	0.37			0.07	0.26	0.26			0.18	0.36	0.36		
Volume/Cap:	0.75	0.59	0.43			0.59	0.75	0.75			0.75	0.75	0.75			0.75	0.73	0.29		
Delay/Veh:	58.0	29.0	26.7			54.8	34.5	34.5			65.2	42.8	42.8			52.4	35.1	27.4		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	58.0	29.0	26.7			54.8	34.5	34.5			65.2	42.8	42.8			52.4	35.1	27.4		
LOS by Move:	E	C	C			D	C	C			E	D	D			D	D	C		
HCM2kAvgQ:	8	13	9			5	18	18			5	14	14			10	17	5		

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	1277	81		84	1286	0		0	0	0		151	0	64	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	323	15		70	414	0		0	0	0		13	0	63	
Initial Fut:	0	1600	96		154	1700	0		0	0	0		164	0	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:	0	1600	96		154	1700	0		0	0	0		164	0	127	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1600	96		154	1700	0		0	0	0		164	0	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.:	0	1600	96		154	1700	0		0	0	0		164	0	127	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	2.83	0.17		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	5093	307		1700	5400	0		0	0	0		1700	0	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.31		0.09	0.31	0.00		0.00	0.00	0.00		0.10	0.00	0.07	
Crit Moves:		****				****								****		
Green/Cycle:	0.00	0.59	0.59		0.17	0.76	0.00		0.00	0.00	0.00		0.18	0.00	0.18	
Volume/Cap:	0.00	0.53	0.53		0.53	0.41	0.00		0.00	0.00	0.00		0.53	0.00	0.39	
Delay/Veh:	0.0	12.5	12.5		39.8	4.3	0.0		0.0	0.0	0.0		38.9	0.0	36.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.5	12.5		39.8	4.3	0.0		0.0	0.0	0.0		38.9	0.0	36.8	
LOS by Move:	A	B	B		D	A	A		A	A	A		D	A	D	
HCM2kAvgQ:	0	11	11		5	7	0		0	0	0		6	0	4	

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:57 Page 46-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
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:	1	0 3	0	0	0	0 2	1	0	1	0 1!	0	1	0	0 0	0	0
Volume Module: >> Count Date: 14 May 2005 << 1215-1315																
Base Vol:	91	1189	0		0	1225	135		126	0	98		0	0	0	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	94	1225	0		0	1262	139		130	0	101		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	338	0		0	427	0		0	0	0		0	0	0	
Initial Fut:	94	1563	0		0	1689	139		130	0	101		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	1563	0		0	1689	139		130	0	101		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	1563	0		0	1689	139		130	0	101		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	1563	0		0	1689	139		130	0	101		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.92	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.00	0.00		0.00	2.77	0.23		1.57	0.00	1.43		0.00	0.00	0.00	
Final Sat.:	1700	5400	0		0	4989	411		2734	0	2573		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.29	0.00		0.00	0.34	0.34		0.05	0.00	0.04		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green/Cycle:	0.12	0.84	0.00		0.00	0.72	0.72		0.10	0.00	0.10		0.00	0.00	0.00	
Volume/Cap:	0.47	0.35	0.00		0.00	0.47	0.47		0.47	0.00	0.39		0.00	0.00	0.00	
Delay/Veh:	43.0	1.9	0.0		0.0	6.0	6.0		43.1	0.0	42.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	43.0	1.9	0.0		0.0	6.0	6.0		43.1	0.0	42.5		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	4	4	0		0	8	8		3	0	3		0	0	0	

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:57 Page 47-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #46 Crenshaw Blvd/Park Del Amo-Scroc Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	15	985	5		2	1016	20		14	0	13		10	0	19	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	338	0		0	427	0		0	0	0		0	0	0	
Initial Fut:	15	1323	5		2	1443	20		14	0	13		10	0	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:	15	1323	5		2	1443	20		14	0	13		10	0	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	1323	5		2	1443	20		14	0	13		10	0	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.:	15	1323	5		2	1443	20		14	0	13		10	0	19	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.00	1.00		0.36	0.00	0.64	
Final Sat.:	1700	5400	1800		1700	5400	1800		1700	0	1800		643	0	1157	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.00		0.00	0.27	0.01		0.01	0.00	0.01		0.02	0.00	0.02	
Crit Moves:						****							****			
Green/Cycle:	0.91	0.91	0.91		0.91	0.91	0.91		0.05	0.00	0.05		0.05	0.00	0.05	
Volume/Cap:	0.01	0.27	0.00		0.00	0.30	0.01		0.16	0.00	0.14		0.30	0.00	0.30	
Delay/Veh:	0.5	0.6	0.4		0.4	0.6	0.5		45.9	0.0	45.7		47.1	0.0	47.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.5	0.6	0.4		0.4	0.6	0.5		45.9	0.0	45.7		47.1	0.0	47.1	
LOS by Move:	A		A		A		A		D	A	D		D	A	D	
HCM2kAvgQ:	0		2		0		2		0	1	0		1	0	1	

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.0
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:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	217	583	109		101	802	58		186	1245	111		280	1566	114	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	338	0		0	427	0		0	77	0		0	58	0	
Initial Fut:	217	921	109		101	1229	58		186	1322	111		280	1624	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:	217	921	109		101	1229	58		186	1322	111		280	1624	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	217	921	109		101	1229	58		186	1322	111		280	1624	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.:	217	921	109		101	1229	58		186	1322	111		280	1624	114	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	2.00	4.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00	
Final Sat.:	3200	7200	1800		3200	5400	1800		3200	5400	1800		3200	7200	1800	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.13	0.06		0.03	0.23	0.03		0.06	0.24	0.06		0.09	0.23	0.06	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.10	0.35	0.35		0.09	0.34	0.34		0.10	0.36	0.36		0.13	0.39	0.39	
Volume/Cap:	0.67	0.36	0.17		0.36	0.67	0.09		0.57	0.67	0.17		0.67	0.57	0.16	
Delay/Veh:	57.5	28.9	26.9		52.5	35.0	27.2		53.9	33.1	26.0		54.0	28.9	23.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.5	28.9	26.9		52.5	35.0	27.2		53.9	33.1	26.0		54.0	28.9	23.7	
LOS by Move:	E		C		C	D	C		D	C	C		D	C	C	
HCM2kAvgQ:	6		7		3	2	14		1	5	15		3	7	13	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.8
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	0	1 0
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	201	1806	49	65	1866	36	49	147	321	99	171	62
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	207	1861	50	67	1923	37	50	151	331	102	176	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	338	0	0	427	0	0	0	0	0	0	0
Initial Fut:	207	2199	50	67	2350	37	50	151	331	102	176	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:	207	2199	50	67	2350	37	50	151	331	102	176	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	2199	50	67	2350	37	50	151	331	102	176	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.:	207	2199	50	67	2350	37	50	151	331	102	176	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1700	5279	121	1700	5316	84	1700	1800	1800	1700	1321	479
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.42	0.04	0.44	0.44	0.03	0.08	0.18	0.06	0.13	0.13
Crit Moves:	****				****				****			
Green/Cycle:	0.15	0.65	0.65	0.06	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.80	0.64	0.64	0.64	0.80	0.80	0.13	0.36	0.80	0.26	0.58	0.58
Delay/Veh:	56.3	11.1	11.1	58.8	19.2	19.2	30.6	32.8	46.4	31.8	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	11.1	11.1	58.8	19.2	19.2	30.6	32.8	46.4	31.8	36.1	36.1
LOS by Move:	E	B	B	E	B	B	C	C	D	C	D	D
HCM2kAvgQ:	9	15	15	3	22	22	1	4	12	3	8	8

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.1
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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	2 0	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	25	1982	65	39	2207	22	63	0	35	71	11	47
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	26	2042	67	40	2274	23	65	0	36	73	11	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	332	0	0	427	0	0	0	0	0	0	0
Initial Fut:	26	2374	67	40	2701	23	65	0	36	73	11	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:	26	2374	67	40	2701	23	65	0	36	73	11	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2374	67	40	2701	23	65	0	36	73	11	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.:	26	2374	67	40	2701	23	65	0	36	73	11	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	3.00	1.00	2.00	0.00	1.00	0.87	0.13	1.00
Final Sat.:	1700	5252	148	1700	5400	1800	3200	0	1800	1559	241	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.02	0.50	0.01	0.02	0.00	0.02	0.05	0.05	0.03
Crit Moves:					****		****			****		
Green/Cycle:	0.83	0.83	0.83	0.83	0.83	0.83	0.03	0.00	0.03	0.08	0.08	0.08
Volume/Cap:	0.02	0.55	0.55	0.03	0.60	0.02	0.60	0.00	0.60	0.60	0.60	0.35
Delay/Veh:	1.5	2.8	2.8	1.5	3.2	1.5	57.0	0.0	62.8	51.9	51.9	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.5	2.8	2.8	1.5	3.2	1.5	57.0	0.0	62.8	51.9	51.9	45.2
LOS by Move:	A	A	A	A	A	A	E	A	E	D	D	D
HCM2kAvgQ:	0	9	9	0	11	0	2	0	2	4	4	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.7
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	74	1487	365	209	1823	348	339	601	135	471	660	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	12	306	1	3	404	26	26	20	12	2	19	3
Initial Fut:	86	1793	366	212	2227	374	365	621	147	473	679	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1793	366	212	2227	374	365	621	147	473	679	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1793	366	212	2227	374	365	621	147	473	679	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1793	366	212	2227	374	365	621	147	473	679	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.20	0.12	0.41	0.21	0.11	0.17	0.08	0.15	0.19	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.06	0.40	0.58	0.15	0.49	0.64	0.14	0.21	0.27	0.18	0.24	0.39
Volume/Cap:	0.84	0.83	0.35	0.83	0.84	0.33	0.79	0.84	0.31	0.84	0.79	0.38
Delay/Veh:	98.5	35.0	13.7	69.0	29.0	10.3	58.8	54.2	35.6	58.6	48.1	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.5	35.0	13.7	69.0	29.0	10.3	58.8	54.2	35.6	58.6	48.1	26.6
LOS by Move:	F	D	B	E	C	B	E	D	D	E	D	C
HCM2kAvgQ:	6	23	7	11	27	7	10	14	5	12	14	7

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.7
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	83	1599	0	0	2126	495	343	0	58	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	322	0	0	412	0	0	0	0	0	0	0
Initial Fut:	83	1921	0	0	2538	495	343	0	58	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1921	0	0	2538	495	343	0	58	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1921	0	0	2538	495	343	0	58	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.:	83	1921	0	0	2538	495	343	0	58	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.75	0.00	0.25	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5400	1800	3056	0	442	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.00	0.00	0.47	0.27	0.11	0.00	0.13	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.75	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.07	0.47	0.00	0.00	0.63	0.37	0.54	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	3.3	4.9	0.0	0.0	6.1	4.4	36.1	0.0	38.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	4.9	0.0	0.0	6.1	4.4	36.1	0.0	38.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	1	8	0	0	13	6	6	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.273
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	93.1
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	681	1483	58	78	1282	742	382	33	925	38	21	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	322	0	0	412	0	0	0	0	0	0	0
Initial Fut:	681	1805	58	78	1694	742	382	33	925	38	21	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:	681	1805	58	78	1694	742	382	33	925	38	21	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	1805	58	78	1694	742	382	33	925	38	21	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.:	681	1805	58	78	1694	742	382	33	925	38	21	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	2.91	0.09	1.00	3.00	1.00	1.85	0.15	1.00	1.32	0.68	1.00
Final Sat.:	3200	5233	167	1700	5400	1800	3222	278	1800	2271	1228	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.34	0.34	0.05	0.31	0.41	0.12	0.12	0.51	0.02	0.02	0.05
Crit Moves:	****					****			****			****
Green/Cycle:	0.17	0.43	0.43	0.06	0.32	0.32	0.40	0.40	0.40	0.04	0.04	0.04
Volume/Cap:	1.27	0.80	0.80	0.80	0.97	1.27	0.29	0.29	1.27	0.43	0.43	1.27
Delay/Veh:	186.9	31.4	31.4	90.8	54.8	176.5	24.3	24.3	169.3	58.6	58.6	255.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.9	31.4	31.4	90.8	54.8	176.5	24.3	24.3	169.3	58.6	58.6	255.5
LOS by Move:	F	C	C	F	D	F	C	C	F	E	E	F
HCM2kAvgQ:	28	22	22	5	27	51	5	5	63	2	2	8

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	37.3
Optimal Cycle:	108	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 1!	0 0	1	0 1	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	74	1434	34	200	1407	193	538	190	59	51	99	135
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	76	1477	35	206	1450	199	554	196	61	53	102	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	322	0	0	412	0	0	0	0	0	0	0
Initial Fut:	76	1799	35	206	1862	199	554	196	61	53	102	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:	76	1799	35	206	1862	199	554	196	61	53	102	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1799	35	206	1862	199	554	196	61	53	102	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.:	76	1799	35	206	1862	199	554	196	61	53	102	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.71	0.29	1.53	0.36	0.11	1.00	1.00	1.00
Final Sat.:	1700	5297	103	1700	4879	521	2641	646	201	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.12	0.38	0.38	0.21	0.30	0.30	0.03	0.06	0.08
Crit Moves:		****		****					****			****
Green/Cycle:	0.05	0.37	0.37	0.13	0.45	0.45	0.33	0.33	0.33	0.08	0.08	0.08
Volume/Cap:	0.85	0.91	0.91	0.91	0.85	0.85	0.63	0.91	0.91	0.37	0.67	0.91
Delay/Veh:	95.5	36.9	36.9	80.2	27.3	27.3	29.3	45.8	45.8	44.8	55.5	93.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.5	36.9	36.9	80.2	27.3	27.3	29.3	45.8	45.8	44.8	55.5	93.8
LOS by Move:	F	D	D	F	C	C	C	D	D	D	E	F
HCM2kAvgQ:	5	23	23	10	22	22	11	21	21	2	5	8

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.128
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 91.1
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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	114	657	320				513	1008	147				519	1285	96				471	1442	412			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	22	274	9				8	366	38				35	91	20				7	89	7			
Initial Fut:	136	931	329				521	1374	185				554	1376	116				478	1531	419			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	931	329				521	1374	185				554	1376	116				478	1531	419			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	136	931	329				521	1374	185				554	1376	116				478	1531	419			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	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	931	329				521	1374	185				554	1376	116				478	1531	419			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.00	1.00				1.00	2.64	0.36				2.00	1.84	0.16				2.00	2.36	0.64			
Final Sat.:	1700	5400	1800				1700	4758	642				3200	3320	280				3200	4240	1160			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.17	0.18				0.31	0.29	0.29				0.17	0.41	0.41				0.15	0.36	0.36			
Crit Moves:			****				****							****					****					
Green/Cycle:	0.09	0.16	0.16				0.27	0.34	0.34				0.16	0.37	0.37				0.13	0.34	0.34			
Volume/Cap:	0.85	1.06	1.13				1.13	0.85	0.85				1.07	1.13	1.13				1.13	1.07	1.07			
Delay/Veh:	86.2	99.0	142.1				125.6	40.8	40.8				109.8	106	105.9				135.7	82.3	82.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	86.2	99.0	142.1				125.6	40.8	40.8				109.8	106	105.9				135.7	82.3	82.3			
LOS by Move:	F	F	F				F	D	D				F	F	F				F	F	F			
HCM2kAvgQ:	8	19	21				33	21	21				19	43	43				18	35	35			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	0	1015	31				105	1458	0				0	0	0				28	0	96			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	316	0				0	405	0				0	0	0				0	0	0			
Initial Fut:	0	1331	31				105	1863	0				0	0	0				28	0	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	1331	31				105	1863	0				0	0	0				28	0	96			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	1331	31				105	1863	0				0	0	0				28	0	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	1331	31				105	1863	0				0	0	0				28	0	96			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	0.00	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	5277	123				1700	5400	0				0	0	0				1700	0	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.25	0.25				0.06	0.34	0.00				0.00	0.00	0.00				0.02	0.00	0.05			
Crit Moves:								****													****			
Green/Cycle:	0.00	0.83	0.83				0.83	0.83	0.00				0.00	0.00	0.00				0.13	0.00	0.13			
Volume/Cap:	0.00	0.30	0.30				0.07	0.41	0.00				0.00	0.00	0.00				0.13	0.00	0.41			
Delay/Veh:	0.0	1.9	1.9				1.5	2.2	0.0				0.0	0.0	0.0				38.9	0.0	41.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	1.9	1.9				1.5	2.2	0.0				0.0	0.0	0.0				38.9	0.0	41.3			
LOS by Move:	A	A	A				A	A	A				A	A	A				D	A	D			
HCM2kAvgQ:	0	3	3				1	5	0				0	0	0				1	0	3			

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:58 Page 57-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	62	790	31	258	1019	112	132	150	58	19	163	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	190	0	0	278	126	126	0	0	0	0	0
Initial Fut:	62	980	31	258	1297	238	258	150	58	19	163	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:	62	980	31	258	1297	238	258	150	58	19	163	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	980	31	258	1297	238	258	150	58	19	163	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.:	62	980	31	258	1297	238	258	150	58	19	163	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	2.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5235	165	1700	4562	838	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.15	0.28	0.28	0.15	0.08	0.03	0.01	0.09	0.14
Crit Moves:		****			****			****				
Green/Cycle:	0.07	0.36	0.36	0.29	0.58	0.58	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.49	0.52	0.52	0.52	0.49	0.49	0.52	0.29	0.11	0.04	0.31	0.47
Delay/Veh:	47.6	25.5	25.5	30.7	12.7	12.7	30.7	27.8	26.1	25.5	28.0	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	25.5	25.5	30.7	12.7	12.7	30.7	27.8	26.1	25.5	28.0	29.8
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	9	9	8	10	10	8	4	1	0	4	7

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:59 Page 58-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	150	50	88	276	98	118	302	1117	144	159	1107	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	259	0	0	0	0	0	0	31	242	0	36	0
Initial Fut:	409	50	88	276	98	118	302	1148	386	159	1143	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	409	50	88	276	98	118	302	1148	386	159	1143	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	50	88	276	98	118	302	1148	386	159	1143	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	409	50	88	276	98	118	302	1148	386	159	1143	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.24	0.03	0.05	0.16	0.03	0.07	0.18	0.21	0.21	0.05	0.21	0.18
Crit Moves:	****					****	****				****	
Green/Cycle:	0.32	0.09	0.09	0.31	0.09	0.09	0.23	0.42	0.42	0.10	0.28	0.28
Volume/Cap:	0.76	0.30	0.52	0.52	0.31	0.76	0.76	0.51	0.51	0.51	0.76	0.64
Delay/Veh:	36.6	42.6	45.0	29.2	43.4	63.4	43.7	21.7	22.2	44.4	35.1	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	42.6	45.0	29.2	43.4	63.4	43.7	21.7	22.2	44.4	35.1	34.4
LOS by Move:	D	D	D	C	D	E	D	C	C	D	D	C
HCM2kAvgQ:	14	2	3	8	2	6	11	9	9	3	13	10

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:59 Page 59-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.4
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	275	0	125	3	0	9	26	1358	120	233	1380	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	14	5	0	0	305	0	0	308	13
Initial Fut:	275	4	125	17	5	9	26	1663	120	233	1688	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:	275	4	125	17	5	9	26	1663	120	233	1688	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	4	125	17	5	9	26	1663	120	233	1688	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.:	275	4	125	17	5	9	26	1663	120	233	1688	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.07	0.01	0.00	0.01	0.02	0.31	0.07	0.14	0.31	0.01
Crit Moves:	****										****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.49	0.01	0.21	0.03	0.01	0.02	0.02	0.49	0.10	0.22	0.49	0.01
Delay/Veh:	27.7	22.7	24.5	22.9	22.7	22.7	6.9	9.9	7.3	7.9	9.9	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	22.7	24.5	22.9	22.7	22.7	6.9	9.9	7.3	7.9	9.9	6.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	8	0	3	0	0	0	0	10	1	3	10	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	29.7
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	269	0	174	234	1665	0	0	1748	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	4	0	0	0	86	0	0	63	4
Initial Fut:	0	0	0	273	0	174	234	1751	0	0	1811	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:	0	0	0	273	0	174	234	1751	0	0	1811	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	273	0	174	234	1751	0	0	1811	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.:	0	0	0	273	0	174	234	1751	0	0	1811	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.10	0.14	0.32	0.00	0.00	0.34	0.11
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.12	0.00	0.12	0.40	0.40	0.00	0.00	0.42	0.54
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.80	0.34	0.80	0.00	0.00	0.80	0.20
Delay/Veh:	0.0	0.0	0.0	48.4	0.0	62.2	21.0	28.7	0.0	0.0	27.8	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.4	0.0	62.2	21.0	28.7	0.0	0.0	27.8	12.1
LOS by Move:	A	A	A	D	A	E	C	C	A	A	C	B
HCM2kAvgQ:	0	0	0	6	0	8	6	19	0	0	19	3

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #60 Del Amo Circle West/Carson St

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: D[27.2]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Ignore				
Lanes:	1	1	1	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 1215-1315																				
Base Vol:	0	4	4	24	0	42	25	549	0		1	581	34							
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03							
Initial Bse:	0	4	4	25	0	43	26	566	0		1	599	35							
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
APPRVD PROJ:	0	0	0	0	0	0	0	185	0		0	177	0							
Initial Fut:	0	4	4	25	0	43	26	751	0		1	776	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	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	25	0	43	26	751	0		1	776	0							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Final Vol.:	0	4	4	25	0	43	26	751	0		1	776	0							
Critical Gap Module:																				
Critical Gp:	xxxxx	6.5	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx							
FollowUpTim:	xxxxx	4.0	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	xxxx	1580	375	1207	xxxx	388	776	xxxx	xxxxx		751	xxxx	xxxxx							
Potent Cap.:	xxxx	110	628	141	xxxx	616	849	xxxx	xxxxx		868	xxxx	xxxxx							
Move Cap.:	xxxx	107	628	133	xxxx	616	849	xxxx	xxxxx		868	xxxx	xxxxx							
Volume/Cap:	xxxx	0.04	0.01	0.19	xxxx	0.07	0.03	xxxx	xxxx		0.00	xxxx	xxxx							
Level Of Service Module:																				
2Way95thQ:	xxxx	0.0	xxxxx	0.7	xxxx	0.2	0.1	xxxx	xxxxx		0.0	xxxx	xxxxx							
Control Del:	xxxxx	39.2	xxxxx	38.1	xxxx	11.3	9.4	xxxx	xxxxx		9.2	xxxx	xxxxx							
LOS by Move:	*	E	*	E	*	B	A	*	*		A	*	*							
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT							
Shared Cap.:	107	xxxx	239	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	0.1	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	39.4	xxxx	20.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	E	*	C	*	*	*	*	*	*		*	*	*							
ApproachDel:	27.2			21.0			xxxxxx				xxxxxx									
ApproachLOS:	D			C			*				*									

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03											
Initial Bse:	12	33	77	59	22	62	57	1468	58		80	1743	55											
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0											
APPRVD PROJ:	0	0	0	0	0	0	0	98	0		0	96	0											
Initial Fut:	12	33	77	59	22	62	57	1566	58		80	1839	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:	12	33	77	59	22	62	57	1566	58		80	1839	55											
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0											
Reduced Vol:	12	33	77	59	22	62	57	1566	58		80	1839	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.:	12	33	77	59	22	62	57	1566	58		80	1839	55											
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900											
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95		0.89	0.95	0.95											
Lanes:	0.27	0.73	1.00	1.00	1.00	1.00	1.00	2.89	0.11		1.00	2.91	0.09											
Final Sat.:	491	1309	1800	1700	1800	1800	1700	5208	192		1700	5244	156											
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.03	0.04	0.03	0.01	0.03	0.03	0.30	0.30		0.05	0.35	0.35											
Crit Moves:			****					****				****												
Green/Cycle:	0.09	0.09	0.09	0.09	0.09	0.09	0.07	0.73	0.73		0.11	0.77	0.77											
Volume/Cap:	0.27	0.27	0.45	0.37	0.13	0.36	0.45	0.41	0.41		0.41	0.45	0.45											
Delay/Veh:	42.9	42.9	44.8	43.9	41.8	43.8	47.0	5.3	5.3		42.5	4.1	4.1											
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00											
AdjDel/Veh:	42.9	42.9	44.8	43.9	41.8	43.8	47.0	5.3	5.3		42.5	4.1	4.1											
LOS by Move:	D		D	D		D	D	A	A		D	A	A											
HCM2kAvgQ:	2		2	3		2	1	2	2		7	7	3											

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:13:59 Page 63-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	0	1!	0	0		0	1	1	0	0		0	0	2	0	1	
Volume Module: >> Count Date: 30 Apr 2005 << 1215-1315																								
Base Vol:	0	0	0	26	0	47	38	461	0	0	645	22												
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	0	0	0	27	0	48	39	475	0	0	665	23												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	27	0	48	39	475	0	0	665	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:	0	0	0	27	0	48	39	475	0	0	665	23												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	27	0	48	39	475	0	0	665	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.:	0	0	0	27	0	48	39	475	0	0	665	23												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	0.00	0.36	0.00	0.64	0.15	1.85	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	641	0	1159	274	3326	0	0	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.14	0.14	0.00	0.00	0.18	0.01												
Crit Moves:						****					****													
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.18	0.78	0.78	0.00	0.00	0.78	0.78												
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.24	0.18	0.18	0.00	0.00	0.24	0.02												
Delay/Veh:	0.0	0.0	0.0	35.7	0.0	35.7	2.8	2.8	0.0	0.0	2.9	2.4												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	35.7	0.0	35.7	2.8	2.8	0.0	0.0	2.9	2.4												
LOS by Move:	A		A		A	D		A	D		A	A		A	A		A	A		A	A		A	A
HCM2kAvgQ:	0		0		0	2		0	2		2	2		0	0		0	3		0	0		0	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:13:59 Page 64-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	1	0	0	1		1	0	0	1	0		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 14 May 2005 << 1215-1315																								
Base Vol:	34	0	25	3	0	12	10	812	27	19	909	8												
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03												
Initial Bse:	35	0	26	3	0	12	10	837	28	20	937	8												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
APPRVD PROJ:	0	0	0	0	0	0	0	17	0	0	16	0												
Initial Fut:	35	0	26	3	0	12	10	854	28	20	953	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:	35	0	26	3	0	12	10	854	28	20	953	8												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	35	0	26	3	0	12	10	854	28	20	953	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.:	35	0	26	3	0	12	10	854	28	20	953	8												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00												
Final Sat.:	3500	0	1800	1700	0	1800	1700	3600	1800	1700	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.01	0.24	0.02	0.01	0.26	0.00												
Crit Moves:			****			****	****				****													
Green/Cycle:	0.05	0.00	0.05	0.02	0.00	0.02	0.02	0.81	0.81	0.04	0.83	0.83												
Volume/Cap:	0.22	0.00	0.32	0.08	0.00	0.32	0.32	0.29	0.02	0.29	0.32	0.01												
Delay/Veh:	46.8	0.0	48.5	48.9	0.0	52.8	54.0	2.3	1.8	49.1	1.9	1.4												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	46.8	0.0	48.5	48.9	0.0	52.8	54.0	2.3	1.8	49.1	1.9	1.4												
LOS by Move:	D		A	D		A	D		A	A		A	D		A	A		A	A		A	A		A
HCM2kAvgQ:	1		0	1		0	0		1	1		3	0		1	4		0	0		0	0		0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.3
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	0	0		0	0	34		0	1160	11		3	1218	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	142	0		0	191	0	
Initial Fut:	0	0	0		0	0	34		0	1302	11		3	1409	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	34		0	1302	11		3	1409	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	34		0	1302	11		3	1409	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	34		0	1302	11		3	1409	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		0.00	1.00	1.00		0.00	1.98	0.02		1.00	2.00	0.00	
Final Sat.:	0	0	0		0	1800	1800		0	3569	31		1700	3600	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	0.39	0.00	
Crit Moves:							****							****		
Green/Cycle:	0.00	0.00	0.00		0.00	0.00	0.04		0.00	0.92	0.92		0.92	0.92	0.00	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.43		0.00	0.40	0.40		0.00	0.43	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	50.2		0.0	0.6	0.6		0.4	0.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	50.2		0.0	0.6	0.6		0.4	0.7	0.0	
LOS by Move:	A		A		A		D		A	A	A		A	A	A	
HCM2kAvgQ:	0		0		0		2		0	3	3		0	4	0	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:00 Page 66-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	0	0		71	0	63		103	449	0		0	505	91	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	706	0		0	516	0	
Initial Fut:	0	0	0		71	0	63		103	1155	0		0	1021	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:	0	0	0		71	0	63		103	1155	0		0	1021	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		71	0	63		103	1155	0		0	1021	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.:	0	0	0		71	0	63		103	1155	0		0	1021	91	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1700	0	1800		1700	3600	0		0	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.03		0.06	0.32	0.00		0.00	0.28	0.05	
Crit Moves:					****					****						
Green/Cycle:	0.00	0.00	0.00		0.11	0.00	0.11		0.85	0.85	0.00		0.00	0.85	0.85	
Volume/Cap:	0.00	0.00	0.00		0.38	0.00	0.32		0.07	0.38	0.00		0.00	0.33	0.06	
Delay/Veh:	0.0	0.0	0.0		42.5	0.0	41.9		1.2	1.8	0.0		0.0	1.6	1.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		42.5	0.0	41.9		1.2	1.8	0.0		0.0	1.6	1.2	
LOS by Move:	A		A		D		D		A	A	A		A	A	A	
HCM2kAvgQ:	0		0		3		2		1	4	0		0	4	0	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:00 Page 67-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	62	41	143	76	50	30	31	1099	60	101	1146	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	81	0	0	68	0
Initial Fut:	62	41	143	76	50	30	31	1180	60	101	1214	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:	62	41	143	76	50	30	31	1180	60	101	1214	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	41	143	76	50	30	31	1180	60	101	1214	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.:	62	41	143	76	50	30	31	1180	60	101	1214	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.60	0.40	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1080	720	1800	1083	717	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.07	0.07	0.02	0.02	0.33	0.03	0.06	0.34	0.04
Crit Moves:			****								****	
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.78	0.78	0.78	0.78	0.78	0.78
Volume/Cap:	0.31	0.31	0.43	0.38	0.38	0.09	0.02	0.42	0.04	0.08	0.43	0.05
Delay/Veh:	35.9	35.9	37.2	36.6	36.6	34.0	2.5	3.8	2.6	2.7	3.9	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	35.9	37.2	36.6	36.6	34.0	2.5	3.8	2.6	2.7	3.9	2.6
LOS by Move:	D	D	D	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	4	4	4	1	0	6	0	1	7	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.3
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	0	7	0	0	0	0	1052	3	4	1317	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	27	0	0	0	0	36	0	69	82	0
Initial Fut:	2	0	34	0	0	0	0	1088	3	73	1399	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	34	0	0	0	0	1088	3	73	1399	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	34	0	0	0	0	1088	3	73	1399	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	34	0	0	0	0	1088	3	73	1399	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.30	0.00	0.04	0.39	0.00
Crit Moves:			****								****	
Green/Cycle:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.92	0.92	0.92	0.92	0.00
Volume/Cap:	0.03	0.00	0.42	0.00	0.00	0.00	0.00	0.33	0.00	0.05	0.42	0.00
Delay/Veh:	45.8	0.0	50.1	0.0	0.0	0.0	0.0	0.6	0.4	0.4	0.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	0.0	50.1	0.0	0.0	0.0	0.0	0.6	0.4	0.4	0.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	2	0	0	0	0	2	0	0	4	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:00 Page 69-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.0
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	126	0	107		1	0	0		1	787	69		71	850	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	17	0		0	16	0	
Initial Fut:	126	0	107		1	0	0		1	804	69		71	866	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:	126	0	107		1	0	0		1	804	69		71	866	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	0	107		1	0	0		1	804	69		71	866	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.:	126	0	107		1	0	0		1	804	69		71	866	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.91	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.55	0.00	1.45		1.00	0.00	0.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2692	0	2613		1700	0	0		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.04		0.00	0.00	0.00		0.00	0.22	0.04		0.04	0.24	0.00	
Crit Moves:	****				****									****		
Green/Cycle:	0.15	0.00	0.15		0.00	0.00	0.00		0.79	0.79	0.79		0.79	0.79	0.00	
Volume/Cap:	0.31	0.00	0.27		0.31	0.00	0.00		0.00	0.28	0.05		0.05	0.31	0.00	
Delay/Veh:	37.9	0.0	37.6		95.2	0.0	0.0		2.3	3.0	2.4		2.4	3.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.9	0.0	37.6		95.2	0.0	0.0		2.3	3.0	2.4		2.4	3.1	0.0	
LOS by Move:	D	A	D		F	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	2		0	0	0		0	4	1		1	4	0	

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:00 Page 70-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.266
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	1	1	11		0	0	1		1	821	1		10	716	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	139	0		0	159	0	
Initial Fut:	1	1	11		0	0	1		1	960	1		10	875	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	960	1		10	875	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	1	11		0	0	1		1	960	1		10	875	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	960	1		10	875	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00		1.00	0.00	1.00		1.00	2.99	0.01		1.00	2.00	1.00	
Final Sat.:	1700	1800	1800		1700	0	1800		1700	5394	6		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.18	0.18		0.01	0.24	0.00	
Crit Moves:			****							****				****		
Green/Cycle:	0.02	0.02	0.02		0.00	0.00	0.02		0.00	0.89	0.89		0.03	0.91	0.00	
Volume/Cap:	0.01	0.02	0.27		0.00	0.00	0.02		0.27	0.20	0.20		0.20	0.27	0.00	
Delay/Veh:	47.8	47.9	51.3		0.0	0.0	47.9		83.4	0.8	0.8		49.2	0.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.8	47.9	51.3		0.0	0.0	47.9		83.4	0.8	0.8		49.2	0.5	0.0	
LOS by Move:	D	D	D		A	A	D		F	A	A		D	A	A	
HCM2kAvgQ:	0	0	1		0	0	0		0	2	2		1	2	0	

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:00 Page 71-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	0	1250	258		125	1534	100		164	295	0		374	422	78	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	274	0		0	284	0		0	3	0		0	2	0	
Initial Fut:	0	1524	258		125	1818	100		164	298	0		374	424	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	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	1524	258		125	1818	100		164	298	0		374	424	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1524	258		125	1818	100		164	298	0		374	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	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	1524	258		125	1818	100		164	298	0		374	424	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.90	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.00	1.00		2.00	3.79	0.21		1.10	1.90	0.00		1.00	2.00	1.00	
Final Sat.:	1700	5400	1800		3200	6825	375		1880	3416	0		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28	0.14		0.04	0.27	0.27		0.09	0.09	0.00		0.22	0.12	0.00	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.00	0.42	0.42		0.06	0.48	0.48		0.13	0.13	0.00		0.33	0.33	0.00	
Volume/Cap:	0.00	0.67	0.34		0.67	0.56	0.56		0.67	0.67	0.00		0.67	0.36	0.00	
Delay/Veh:	0.0	29.0	23.9		64.8	22.6	22.6		52.5	52.5	0.0		38.1	31.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	29.0	23.9		64.8	22.6	22.6		52.5	52.5	0.0		38.1	31.0	0.0	
LOS by Move:	A	C	C		E	C	C		D	D	A		D	C	A	
HCM2kAvgQ:	0	16	7		4	13	13		7	7	0		14	6	0	

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:00 Page 72-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 34.2
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	267	1539	333		90	1801	41		0	714	257		500	712	69	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	1	274	0		0	283	0		0	0	1		1	0	0	
Initial Fut:	268	1813	333		90	2084	41		0	714	258		501	712	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:	268	1813	333		90	2084	41		0	714	258		501	712	69	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	268	1813	333		90	2084	41		0	714	258		501	712	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.:	268	1813	333		90	2084	41		0	714	258		501	712	69	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95	
Lanes:	2.00	3.38	0.62		2.00	3.92	0.08		0.00	3.00	1.00		2.00	1.82	0.18	
Final Sat.:	3200	6083	1116		3200	7060	140		0	5400	1800		3200	3282	318	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.30	0.30		0.03	0.30	0.30		0.00	0.13	0.14		0.16	0.22	0.22	
Crit Moves:	****					****					****		****			
Green/Cycle:	0.11	0.47	0.47		0.04	0.40	0.40		0.00	0.19	0.19		0.21	0.40	0.40	
Volume/Cap:	0.74	0.64	0.64		0.64	0.74	0.74		0.00	0.68	0.74		0.74	0.54	0.54	
Delay/Veh:	59.4	24.6	24.6		65.7	31.8	31.8		0.0	46.9	53.8		48.6	27.5	27.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.4	24.6	24.6		65.7	31.8	31.8		0.0	46.9	53.8		48.6	27.5	27.5	
LOS by Move:	E	C	C		E	C	C		A	D	D		D	C	C	
HCM2kAvgQ:	7	16	16		3	19	19		0	10	11		12	12	12	

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:00 Page 73-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 21.6
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	492	1588	5	97	2187	90	354	0	76	30	22	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	275	0	0	286	0	0	0	0	0	0	0
Initial Fut:	492	1863	5	97	2473	90	354	0	76	30	22	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:	492	1863	5	97	2473	90	354	0	76	30	22	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1863	5	97	2473	90	354	0	76	30	22	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.:	492	1863	5	97	2473	90	354	0	76	30	22	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.99	0.01	1.00	4.00	1.00	2.00	0.00	1.00	0.58	0.42	1.00
Final Sat.:	3200	7180	20	1700	7200	1800	3500	0	1800	1044	756	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.26	0.06	0.34	0.05	0.10	0.00	0.04	0.03	0.03	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.59	0.59	0.13	0.49	0.49	0.15	0.00	0.15	0.04	0.04	0.04
Volume/Cap:	0.70	0.44	0.44	0.44	0.70	0.10	0.70	0.00	0.29	0.70	0.70	0.11
Delay/Veh:	38.9	11.7	11.7	41.7	20.2	13.6	44.9	0.0	38.8	72.6	72.6	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	11.7	11.7	41.7	20.2	13.6	44.9	0.0	38.8	72.6	72.6	46.9
LOS by Move:	D	B	B	D	C	B	D	A	D	E	E	D
HCM2kAvgQ:	10	8	8	4	16	2	7	0	2	3	3	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 3	1 0	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	89	2043	18	59	2473	18	40	0	15	53	10	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	275	0	0	286	0	0	34	0	0	224	0
Initial Fut:	89	2318	18	59	2759	18	40	34	15	53	234	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:	89	2318	18	59	2759	18	40	34	15	53	234	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	2318	18	59	2759	18	40	34	15	53	234	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.:	89	2318	18	59	2759	18	40	34	15	53	234	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.97	0.03	1.00	3.97	0.03	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1700	7146	54	1700	7155	45	1700	3600	1800	1700	3363	237
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.03	0.39	0.39	0.02	0.01	0.01	0.03	0.07	0.07
Crit Moves:	****				****						****	
Green/Cycle:	0.10	0.73	0.73	0.08	0.71	0.71	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.54	0.45	0.45	0.45	0.54	0.54	0.18	0.07	0.07	0.24	0.54	0.54
Delay/Veh:	55.5	6.6	6.6	55.3	8.4	8.4	47.1	46.1	46.1	47.6	50.4	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	6.6	6.6	55.3	8.4	8.4	47.1	46.1	46.1	47.6	50.4	50.4
LOS by Move:	E	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	9	9	3	13	13	2	1	1	2	5	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
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: 2 Apr 2005 << 1230-1330												
Base Vol:	75	1966	29	48	2385	11	23	4	5	28	5	14
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	77	2026	30	49	2457	11	24	4	5	29	5	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	275	0	0	286	0	0	0	0	0	0	0
Initial Fut:	77	2301	30	49	2743	11	24	4	5	29	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:	77	2301	30	49	2743	11	24	4	5	29	5	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	2301	30	49	2743	11	24	4	5	29	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.:	77	2301	30	49	2743	11	24	4	5	29	5	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.95	0.05	1.00	3.98	0.02	0.85	0.15	1.00	0.85	0.15	1.00
Final Sat.:	1700	7108	92	1700	7170	30	1533	267	1800	1527	273	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.03	0.38	0.38	0.02	0.02	0.00	0.02	0.02	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.09	0.81	0.81	0.07	0.79	0.79	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.49	0.40	0.40	0.40	0.49	0.49	0.40	0.40	0.07	0.49	0.49	0.21
Delay/Veh:	45.4	2.8	2.8	46.4	3.7	3.7	50.6	50.6	46.8	52.3	52.3	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	2.8	2.8	46.4	3.7	3.7	50.6	50.6	46.8	52.3	52.3	48.0
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	6	6	2	8	8	1	1	0	2	2	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	320	1851	272	106	1633	216	239	592	499	304	522	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	271	2	3	281	0	0	179	0	1	237	2
Initial Fut:	320	2122	274	109	1914	216	239	771	499	305	759	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:	320	2122	274	109	1914	216	239	771	499	305	759	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	2122	274	109	1914	216	239	771	499	305	759	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.:	320	2122	274	109	1914	216	239	771	499	305	759	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.15	0.03	0.27	0.12	0.07	0.21	0.28	0.10	0.21	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.13	0.41	0.54	0.05	0.34	0.34	0.12	0.35	0.35	0.12	0.35	0.35
Volume/Cap:	0.79	0.71	0.28	0.71	0.79	0.36	0.61	0.61	0.79	0.79	0.61	0.15
Delay/Veh:	61.0	30.0	15.5	70.7	37.9	30.4	52.6	33.1	41.8	61.9	33.2	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	30.0	15.5	70.7	37.9	30.4	52.6	33.1	41.8	61.9	33.2	27.1
LOS by Move:	E	C	B	E	D	C	D	C	D	E	C	C
HCM2kAvgQ:	9	18	6	4	18	6	6	13	19	8	13	3

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	4	0	1		2	0	3	1	0		0	1	0	0	1		0	1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	22	1721	89				325	1769	28				16	12	12				67	10	283			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	273	0				0	282	0				0	0	0				0	0	0			
Initial Fut:	22	1994	89				325	2051	28				16	12	12				67	10	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:	22	1994	89				325	2051	28				16	12	12				67	10	283			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	22	1994	89				325	2051	28				16	12	12				67	10	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.:	22	1994	89				325	2051	28				16	12	12				67	10	283			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	4.00	1.00				2.00	3.95	0.05				0.57	0.43	1.00				0.87	0.13	1.00			
Final Sat.:	1700	7200	1800				3200	7104	96				1029	771	1800				1560	240	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.28	0.05				0.10	0.29	0.29				0.02	0.02	0.01				0.04	0.04	0.16			
Crit Moves:		****						****													****			
Green/Cycle:	0.03	0.49	0.49				0.18	0.64	0.64				0.28	0.28	0.28				0.28	0.28	0.28			
Volume/Cap:	0.45	0.57	0.10				0.57	0.45	0.45				0.06	0.06	0.02				0.16	0.16	0.57			
Delay/Veh:	54.6	18.5	14.0				39.0	9.4	9.4				26.7	26.7	26.4				27.5	27.5	32.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	54.6	18.5	14.0				39.0	9.4	9.4				26.7	26.7	26.4				27.5	27.5	32.7			
LOS by Move:	D		B		B		D		A		A		C		C		C		C		C		C	
HCM2kAvgQ:	1		12		2		6		9		9		1		1		0		2		2		8	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:01 Page 78-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	45	2050	189				201	1829	16				18	33	41				198	36	233			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	275	0				0	284	0				0	0	0				0	0	0			
Initial Fut:	45	2325	189				201	2113	16				18	33	41				198	36	233			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	2325	189				201	2113	16				18	33	41				198	36	233			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	45	2325	189				201	2113	16				18	33	41				198	36	233			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	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	2325	189				201	2113	16				18	33	41				198	36	233			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	4.00	1.00				2.00	3.97	0.03				0.35	0.65	1.00				0.85	0.15	1.00			
Final Sat.:	1700	7200	1800				3200	7144	56				624	1176	1800				1526	278	1796			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.32	0.10				0.06	0.30	0.30				0.03	0.03	0.02				0.13	0.13	0.13			
Crit Moves:		****						****													****			
Green/Cycle:	0.06	0.58	0.58				0.11	0.63	0.63				0.23	0.23	0.23				0.23	0.23	0.23			
Volume/Cap:	0.47	0.56	0.18				0.56	0.47	0.47				0.12	0.12	0.10				0.56	0.56	0.56			
Delay/Veh:	49.2	13.4	10.1				44.1	9.7	9.7				30.5	30.5	30.3				34.8	34.8	34.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	49.2	13.4	10.1				44.1	9.7	9.7				30.5	30.5	30.3				34.8	34.8	34.8			
LOS by Move:	D		B		B		D		A		A		C		C		C		C		C		C	
HCM2kAvgQ:	2		12		3		4		9		9		1		1		1		7		7		7	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	161	2044	133				114	2140	108				205	293	99				234	362	97			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	153	0				0	219	65				0	705	0				0	450	122			
Initial Fut:	161	2197	133				114	2359	173				205	998	99				234	812	219			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	2197	133				114	2359	173				205	998	99				234	812	219			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	161	2197	133				114	2359	173				205	998	99				234	812	219			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	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	2197	133				114	2359	173				205	998	99				234	812	219			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.77	0.23				2.00	3.73	0.27				2.00	2.00	1.00				2.00	2.00	1.00			
Final Sat.:	1700	6789	411				3200	6708	492				3200	3600	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.32	0.32				0.04	0.35	0.35				0.06	0.28	0.05				0.07	0.23	0.12			
Crit Moves:	****							****						****						****				
Green/Cycle:	0.11	0.47	0.47				0.05	0.41	0.41				0.09	0.32	0.32				0.09	0.32	0.37			
Volume/Cap:	0.85	0.69	0.69				0.69	0.85	0.85				0.71	0.85	0.17				0.85	0.71	0.33			
Delay/Veh:	81.8	25.4	25.4				67.3	34.6	34.6				60.7	44.1	29.1				76.1	37.9	27.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	81.8	25.4	25.4				67.3	34.6	34.6				60.7	44.1	29.1				76.1	37.9	27.3			
LOS by Move:	F	C	C				E	C	C				E	D	C				E	D	C			
HCM2kAvgQ:	9	18	18				4	25	25				6	21	3				7	15	6			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
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		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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	58	1994	37				45	2252	47				39	48	55				40	40	37			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	3	151	0				0	214	5				2	0	1				0	0	0			
Initial Fut:	61	2145	37				45	2466	52				41	48	56				40	40	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:	61	2145	37				45	2466	52				41	48	56				40	40	37			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	61	2145	37				45	2466	52				41	48	56				40	40	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.:	61	2145	37				45	2466	52				41	48	56				40	40	37			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	3.93	0.07				1.00	3.92	0.08				1.00	0.47	0.53				1.00	0.52	0.48			
Final Sat.:	1700	7078	122				1700	7050	150				1700	838	962				1700	936	864			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.30	0.30				0.03	0.35	0.35				0.02	0.06	0.06				0.02	0.04	0.04			
Crit Moves:	****							****						****										
Green/Cycle:	0.07	0.74	0.74				0.06	0.73	0.73				0.12	0.12	0.12				0.12	0.12	0.12			
Volume/Cap:	0.48	0.41	0.41				0.41	0.48	0.48				0.20	0.48	0.48				0.20	0.36	0.36			
Delay/Veh:	47.3	5.1	5.1				47.4	5.8	5.8				40.2	42.8	42.8				40.1	41.5	41.5			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	47.3	5.1	5.1				47.4	5.8	5.8				40.2	42.8	42.8				40.1	41.5	41.5			
LOS by Move:	D	A	A				D	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	3	7	7				2	9	9				1	4	4				1	3	3			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 3	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module: >> Count Date: 26 Mar 2005 << 1245-1345												
Base Vol:	204	2873	144	66	3203	50	65	60	174	153	47	72
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	210	2960	148	68	3300	52	67	62	179	158	48	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	154	0	0	215	0	0	0	0	0	0	0
Initial Fut:	210	3114	148	68	3515	52	67	62	179	158	48	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:	210	3114	148	68	3515	52	67	62	179	158	48	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	3114	148	68	3515	52	67	62	179	158	48	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.:	210	3114	148	68	3515	52	67	62	179	158	48	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.82	0.18	1.00	3.94	0.06	1.00	0.26	0.74	1.00	0.39	0.61
Final Sat.:	1700	6873	327	1700	7096	104	1700	462	1338	1700	711	1089
Capacity Analysis Module:												
Vol/Sat:	0.12	0.45	0.45	0.04	0.50	0.50	0.04	0.13	0.13	0.09	0.07	0.07
Crit Moves:	****				****			****				
Green/Cycle:	0.15	0.69	0.69	0.06	0.61	0.61	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.82	0.65	0.65	0.65	0.82	0.82	0.24	0.82	0.82	0.57	0.42	0.42
Delay/Veh:	59.4	8.8	8.8	59.7	16.7	16.7	36.9	56.7	56.7	41.3	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	8.8	8.8	59.7	16.7	16.7	36.9	56.7	56.7	41.3	38.5	38.5
LOS by Move:	E	A	A	E	B	B	D	E	E	D	D	D
HCM2kAvgQ:	9	15	15	4	24	24	2	10	10	6	4	4

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:02 Page 82-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.168
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 86.8
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	434	2526	166	509	2858	275	571	975	430	272	732	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	191	136	93	13	198	9	9	41	155	131	18	13
Initial Fut:	625	2662	259	522	3056	284	580	1016	585	403	750	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:	625	2662	259	522	3056	284	580	1016	585	403	750	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	2662	259	522	3056	284	580	1016	585	403	750	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.:	625	2662	259	522	3056	284	580	1016	585	403	750	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.28	0.72
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	5400	1800	3200	4104	1296
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.14	0.16	0.42	0.16	0.18	0.19	0.32	0.13	0.18	0.18
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.37	0.37	0.16	0.36	0.36	0.19	0.28	0.28	0.11	0.19	0.19
Volume/Cap:	1.17	1.00	0.39	1.00	1.17	0.43	0.94	0.68	1.17	1.17	0.94	0.94
Delay/Veh:	144.2	56.4	28.4	90.8	118	29.3	70.8	39.8	138.6	155.8	63.6	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.2	56.4	28.4	90.8	118	29.3	70.8	39.8	138.6	155.8	63.6	63.6
LOS by Move:	F	E	C	F	F	C	E	D	F	F	E	E
HCM2kAvgQ:	23	33	7	17	47	8	17	13	36	16	17	17

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:02 Page 83-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
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						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	118	2204	45				82	2218	56				56	14	173				53	33	60			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	416	0				2	481	0				0	0	0				0	0	2			
Initial Fut:	118	2620	45				84	2699	56				56	14	173				53	33	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:	118	2620	45				84	2699	56				56	14	173				53	33	62			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	118	2620	45				84	2699	56				56	14	173				53	33	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.:	118	2620	45				84	2699	56				56	14	173				53	33	62			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.95	0.95	0.95				0.90	0.95	0.95			
Lanes:	2.00	4.00	1.00				2.00	4.00	1.00				0.79	0.21	1.00				1.25	0.75	1.00			
Final Sat.:	3200	7200	1800				3200	7200	1800				1429	371	1800				2150	1349	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.36	0.03				0.03	0.37	0.03				0.04	0.04	0.10				0.02	0.02	0.03			
Crit Moves:	****							****							****					****				
Green/Cycle:	0.07	0.70	0.70				0.05	0.68	0.68				0.11	0.11	0.17				0.04	0.04	0.09			
Volume/Cap:	0.55	0.52	0.04				0.52	0.55	0.05				0.36	0.36	0.55				0.55	0.55	0.36			
Delay/Veh:	48.2	7.3	4.7				49.3	8.3	5.3				42.6	42.6	39.8				51.0	51.0	43.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	48.2	7.3	4.7				49.3	8.3	5.3				42.6	42.6	39.8				51.0	51.0	43.7			
LOS by Move:	D	A	A				D	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	3	10	0				2	11	1				2	2	6				2	2	2			

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:02 Page 84-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	4	0	1		1	0	1	1	0		1	0	1	1	0	
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400																								
Base Vol:	60	2189	75				161	2150	36				21	9	34				110	15	136			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	62	2255	77				166	2215	37				22	9	35				113	15	140			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	10	409	0				0	445	13				8	0	7				0	0	0			
Initial Fut:	72	2664	77				166	2660	50				30	9	42				113	15	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:	72	2664	77				166	2660	50				30	9	42				113	15	140			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	72	2664	77				166	2660	50				30	9	42				113	15	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.:	72	2664	77				166	2660	50				30	9	42				113	15	140			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	3.89	0.11				2.00	4.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Sat.:	1700	6997	203				3200	7200	1800				1700	1800	1800				1700	1800	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.38	0.38				0.05	0.37	0.03				0.02	0.01	0.02				0.07	0.01	0.08			
Crit Moves:		****						****													****			
Green/Cycle:	0.08	0.69	0.69				0.09	0.70	0.70				0.14	0.14	0.14				0.14	0.14	0.14			
Volume/Cap:	0.53	0.55	0.55				0.55	0.53	0.04				0.12	0.04	0.17				0.48	0.06	0.55			
Delay/Veh:	48.0	8.1	8.1				45.6	7.3	4.7				37.8	37.2	38.1				41.1	37.3	42.5			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	48.0	8.1	8.1				45.6	7.3	4.7				37.8	37.2	38.1				41.1	37.3	42.5			
LOS by Move:	D	A	A				D	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	3	11	11				4	10	0				1	0	1				4	0	5			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.145
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	76.1
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	116	2670	270	534	2384	62	103	428	52	355	438	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	30	117	79	275	154	3	4	190	14	81	191	293
Initial Fut:	146	2787	349	809	2538	65	107	618	66	436	629	659
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2787	349	809	2538	65	107	618	66	436	629	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2787	349	809	2538	65	107	618	66	436	629	659
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	2787	349	809	2538	65	107	618	66	436	629	659
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.90	0.10	1.00	1.81	0.19	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	3200	7021	179	1700	3255	345	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.19	0.25	0.36	0.36	0.06	0.19	0.19	0.14	0.12	0.37
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.34	0.34	0.22	0.45	0.45	0.05	0.22	0.22	0.16	0.32	0.32
Volume/Cap:	0.80	1.15	0.57	1.15	0.80	0.80	1.15	0.87	0.87	0.87	0.36	1.15
Delay/Veh:	74.1	110	34.0	128.1	29.8	29.8	194.1	55.7	55.7	64.6	31.6	125.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	110	34.0	128.1	29.8	29.8	194.1	55.7	55.7	64.6	31.6	125.2
LOS by Move:	E	F	C	F	C	C	F	E	E	E	C	F
HCM2kAvgQ:	8	42	11	28	23	23	9	16	16	12	6	40

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.1
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	114	2429	101	344	2151	125	168	58	107	173	39	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	218	4	7	241	0	0	0	0	5	0	9
Initial Fut:	114	2647	105	351	2392	125	168	58	107	178	39	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:	114	2647	0	351	2392	125	168	58	107	178	39	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2647	0	351	2392	125	168	58	107	178	39	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.:	114	2647	0	351	2392	125	168	58	107	178	39	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.35	0.65	1.00	0.30	0.70
Final Sat.:	3200	7200	1800	3200	7200	1800	1700	630	1170	1800	544	1256
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.00	0.11	0.33	0.07	0.10	0.09	0.09	0.10	0.07	0.07
Crit Moves:		****		****						****		
Green/Cycle:	0.07	0.59	0.00	0.18	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.48	0.63	0.00	0.63	0.48	0.10	0.63	0.58	0.58	0.63	0.46	0.46
Delay/Veh:	46.0	13.8	0.0	40.5	7.4	5.3	43.9	42.0	42.0	41.9	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	13.8	0.0	40.5	7.4	5.3	43.9	42.0	42.0	41.9	38.7	38.7
LOS by Move:	D	B	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	14	0	7	9	1	6	6	6	6	4	4

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.149
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 87.2
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:	1.03 1.03		1.03	1.03 1.03		1.03	1.03 1.03		1.03	1.03 1.03		1.03
Initial Bse:	372 2568		690	374 1884		156	283 647		127	1245 1290		274
Added Vol:	0 0		0	0 0		0	0 0		0	0 0		0
APPRVD PROJ:	0 185		4	24 205		17	17 54		0	3 40		15
Initial Fut:	372 2753		694	398 2089		173	300 701		127	1248 1330		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:	372 2753		694	398 2089		173	300 701		127	1248 1330		289
Reduct Vol:	0 0		0	0 0		0	0 0		0	0 0		0
Reduced Vol:	372 2753		694	398 2089		173	300 701		127	1248 1330		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.:	372 2753		694	398 2089		173	300 701		127	1248 1330		289
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900 1900		1900	1900 1900		1900
Adjustment:	0.84 0.95		0.95	0.84 0.95		0.95	0.84 0.95		0.95	0.84 0.95		0.95
Lanes:	2.00 4.00		1.00	2.00 4.00		1.00	2.00 2.54		0.46	2.00 2.46		0.54
Final Sat.:	3200 7200		1800	3200 7200		1800	3200 4573		827	3200 4436		964
Capacity Analysis Module:												
Vol/Sat:	0.12 0.38		0.39	0.12 0.29		0.10	0.09 0.15		0.15	0.39 0.30		0.30
Crit Moves:			****	****				****		****		
Green/Cycle:	0.13 0.34		0.34	0.11 0.32		0.32	0.11 0.13		0.13	0.34 0.36		0.36
Volume/Cap:	0.92 1.14		1.15	1.15 0.92		0.30	0.83 1.15		1.15	1.15 0.83		0.83
Delay/Veh:	76.8 108		125.0	148.8 45.8		31.3	67.3 135		134.7	117.7 38.3		38.3
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
AdjDel/Veh:	76.8 108		125.0	148.8 45.8		31.3	67.3 135		134.7	117.7 38.3		38.3
LOS by Move:	E	F	F	F	D	C	E	F	F	F	D	D
HCM2kAvgQ:	11 41		42	16 23		5	9 19		19	42 21		21

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
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	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:	1.03 1.03		1.03	1.03 1.03		1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	59 2317		99	283 2194		40	59	62	11	66	53	93
Added Vol:	0 0		0	0 0		0	0	0	0	0	0	0
APPRVD PROJ:	0 188		0	0 208		0	0	0	0	0	0	0
Initial Fut:	59 2505		99	283 2402		40	59	62	11	66	53	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:	59 2505		99	283 2402		40	59	62	11	66	53	93
Reduct Vol:	0 0		0	0 0		0	0	0	0	0	0	0
Reduced Vol:	59 2505		99	283 2402		40	59	62	11	66	53	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.:	59 2505		99	283 2402		40	59	62	11	66	53	93
Saturation Flow Module:												
Sat/Lane:	1900 1900		1900	1900 1900		1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89 0.95		0.95	0.89 0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00 3.85		0.15	1.00 3.93		0.07	0.49	0.51	1.00	0.56	0.44	1.00
Final Sat.:	1700 6927		273	1700 7082		118	877	923	1800	1002	798	1800
Capacity Analysis Module:												
Vol/Sat:	0.03 0.36		0.36	0.17 0.34		0.34	0.07	0.07	0.01	0.07	0.07	0.05
Crit Moves:		****			****				****			
Green/Cycle:	0.08 0.56		0.56	0.26 0.74		0.74	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.46 0.65		0.65	0.65 0.46		0.46	0.65	0.65	0.06	0.64	0.64	0.50
Delay/Veh:	46.8 15.6		15.6	36.4 5.1		5.1	50.8	50.8	40.6	50.1	50.1	44.5
User DelAdj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8 15.6		15.6	36.4 5.1		5.1	50.8	50.8	40.6	50.1	50.1	44.5
LOS by Move:	D	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3 15		15	10 8		8	5	5	0	5	5	3

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:02 Page 89-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.7
Optimal Cycle: 103 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				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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03				1.03	1.03	1.03					
Initial Bse:	194	2002	69			484	1602	82			149	419	115				158	368	504					
Added Vol:	0	0	0			0	0	0			0	0	0				0	0	0					
APPRVD PROJ:	1	188	0			0	208	0			0	17	1				0	16	0					
Initial Fut:	195	2190	69			484	1810	82			149	436	116				158	384	504					
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00					
PHF Adj:	1.00	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	2190	69			484	1810	82			149	436	116				158	384	504					
Reduct Vol:	0	0	0			0	0	0			0	0	0				0	0	0					
Reduced Vol:	195	2190	69			484	1810	82			149	436	116				158	384	504					
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00					
MLF Adj:	1.00	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	2190	69			484	1810	82			149	436	116				158	384	504					
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900				1900	1900	1900					
Adjustment:	0.89	0.95	0.95			0.84	0.95	0.95			0.89	0.95	0.95				0.89	0.95	0.95					
Lanes:	1.00	3.88	0.12			2.00	3.00	1.00			1.00	2.00	1.00				1.00	2.00	1.00					
Final Sat.:	1700	6980	220			3200	5400	1800			1700	3600	1800				1700	3600	1800					
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.31	0.31			0.15	0.34	0.05			0.09	0.12	0.06				0.09	0.11	0.28					
Crit Moves:		****					****				****								****					
Green/Cycle:	0.13	0.35	0.35			0.17	0.39	0.39			0.10	0.23	0.23				0.18	0.31	0.31					
Volume/Cap:	0.86	0.89	0.89			0.89	0.86	0.12			0.89	0.52	0.28				0.52	0.34	0.89					
Delay/Veh:	78.2	41.2	41.2			65.6	37.7	23.6			93.7	40.7	38.0				46.2	31.8	55.6					
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00					
AdjDel/Veh:	78.2	41.2	41.2			65.6	37.7	23.6			93.7	40.7	38.0				46.2	31.8	55.6					
LOS by Move:	E	D	D			E	D	C			F	D	D				D	C	E					
HCM2kAvgQ:	11	24	24			14	24	2			9	8	4				6	6	22					

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKEND Mon Nov 20, 2006 14:14:03 Page 90-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 22.7
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						Ovl					
Min. Green:	0	0	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03				1.03	1.03	1.03					
Initial Bse:	19	1672	124			248	1596	10			20	8	7				230	4	526					
Added Vol:	0	0	0			0	0	0			0	0	0				0	0	0					
APPRVD PROJ:	0	189	0			0	209	0			0	0	0				0	0	0					
Initial Fut:	19	1861	124			248	1805	10			20	8	7				230	4	526					
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00					
PHF Adj:	1.00	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	1861	124			248	1805	10			20	8	7				230	4	526					
Reduct Vol:	0	0	0			0	0	0			0	0	0				0	0	0					
Reduced Vol:	19	1861	124			248	1805	10			20	8	7				230	4	526					
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00					
MLF Adj:	1.00	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	1861	124			248	1805	10			20	8	7				230	4	526					
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900				1900	1900	1900					
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95				0.89	0.95	0.95					
Lanes:	1.00	3.75	0.25			1.00	3.00	1.00			1.00	0.53	0.47				1.00	0.02	1.98					
Final Sat.:	1700	6752	448			1700	5400	1800			1700	960	840				1700	28	3572					
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.28	0.28			0.15	0.33	0.01			0.01	0.01	0.01				0.14	0.15	0.15					
Crit Moves:		****					****				****								****					
Green/Cycle:	0.02	0.44	0.44			0.23	0.64	0.64			0.02	0.02	0.02				0.23	0.23	0.46					
Volume/Cap:	0.52	0.63	0.63			0.63	0.52	0.01			0.63	0.47	0.47				0.58	0.63	0.32					
Delay/Veh:	70.9	26.9	26.9			45.0	11.5	7.6			94.4	68.7	68.7				43.0	43.0	20.4					
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				1.00	1.00	1.00					
AdjDel/Veh:	70.9	26.9	26.9			45.0	11.5	7.6			94.4	68.7	68.7				43.0	43.0	20.4					
LOS by Move:	E	C	C			D	B	A			F	E	E				D	D	C					
HCM2kAvgQ:	1	15	15			10	12	0			2	1	1				9	10	6					

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:03 Page 91-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 62.7
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	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	281	960	139				460	987	376				411	1162	317				242	1094	405			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	189	0				0	209	0				0	98	0				0	96	0			
Initial Fut:	281	1149	139				460	1196	376				411	1260	317				242	1190	405			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	281	1149	139				460	1196	376				411	1260	317				242	1190	405			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	281	1149	139				460	1196	376				411	1260	317				242	1190	405			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	281	1149	139				460	1196	376				411	1260	317				242	1190	405			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	2.00	2.68	0.32				2.00	3.00	1.00				1.00	2.40	0.60				1.00	2.24	0.76			
Final Sat.:	3200	4817	583				3200	5400	1800				1700	4314	1086				1700	4029	1371			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.24	0.24				0.14	0.22	0.21				0.24	0.29	0.29				0.14	0.30	0.30			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.11	0.23	0.23				0.14	0.27	0.27				0.24	0.35	0.35				0.17	0.29	0.29			
Volume/Cap:	0.83	1.02	1.02				1.02	0.83	0.78				1.02	0.83	0.83				0.83	1.02	1.02			
Delay/Veh:	67.8	76.9	76.9				99.6	45.4	48.6				96.2	38.5	38.5				65.2	71.0	71.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	67.8	76.9	76.9				99.6	45.4	48.6				96.2	38.5	38.5				65.2	71.0	71.0			
LOS by Move:	E		E		E		F		D		D		F		D		D		E		E		E	
HCM2kAvgQ:	8		23		23		15		17		15		24		21		21		12		28		28	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:03 Page 92-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.3
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	14	1323	7				55	1443	16				16	16	24				23	18	18			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	189	0				0	209	0				0	0	0				0	0	0			
Initial Fut:	14	1512	7				55	1652	16				16	16	24				23	18	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:	14	1512	7				55	1652	16				16	16	24				23	18	18			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	14	1512	7				55	1652	16				16	16	24				23	18	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.:	14	1512	7				55	1652	16				16	16	24				23	18	18			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.99	0.01				1.00	2.97	0.03				0.50	0.50	1.00				0.56	0.44	1.00			
Final Sat.:	1700	5374	26				1700	5347	53				900	900	1800				1015	785	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.28	0.28				0.03	0.31	0.31				0.02	0.02	0.01				0.02	0.02	0.01			
Crit Moves:								****												****				
Green/Cycle:	0.90	0.90	0.90				0.90	0.90	0.90				0.06	0.06	0.06				0.06	0.06	0.06			
Volume/Cap:	0.01	0.31	0.31				0.04	0.35	0.35				0.28	0.28	0.20				0.35	0.35	0.15			
Delay/Veh:	0.6	0.8	0.8				0.6	0.8	0.8				45.9	45.9	45.2				46.5	46.5	44.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.6	0.8	0.8				0.6	0.8	0.8				45.9	45.9	45.2				46.5	46.5	44.8			
LOS by Move:	A		A		A		A		A		A		D		D		D		D		D		D	
HCM2kAvgQ:	0		3		3		0		3		3		1		1		1		2		2		1	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:03 Page 93-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	88	1257	79	39	1424	16	10	38	113	97	24	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	0	0	0	0	0
Initial Fut:	88	1446	79	39	1633	16	10	38	113	97	24	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:	88	1446	79	39	1633	16	10	38	113	97	24	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1446	79	39	1633	16	10	38	113	97	24	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.:	88	1446	79	39	1633	16	10	38	113	97	24	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.84	0.16	1.00	2.97	0.03	0.21	0.79	1.00	1.00	1.00	1.00
Final Sat.:	1700	5119	281	1700	5346	54	383	1417	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.02	0.31	0.31	0.03	0.03	0.06	0.06	0.01	0.04
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.74	0.74	0.06	0.68	0.68	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.45	0.38	0.38	0.38	0.45	0.45	0.19	0.19	0.45	0.40	0.09	0.27
Delay/Veh:	42.9	4.8	4.8	47.6	7.3	7.3	38.0	38.0	40.3	40.2	37.6	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	4.8	4.8	47.6	7.3	7.3	38.0	38.0	40.3	40.2	37.6	38.9
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	6	6	2	8	8	1	1	4	3	1	2

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:03 Page 94-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	2	1 0	0 1	0	0 1	0 1	0	1 0
Volume Module: >> Count Date: 7 May 2005 << 1215-1315												
Base Vol:	39	1208	19	24	1337	213	170	8	35	5	2	25
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	40	1245	20	25	1378	219	175	8	36	5	2	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	0	0	0	0	0
Initial Fut:	40	1434	20	25	1587	219	175	8	36	5	2	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:	40	1434	20	25	1587	219	175	8	36	5	2	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1434	20	25	1587	219	175	8	36	5	2	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.:	40	1434	20	25	1587	219	175	8	36	5	2	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	0.96	0.04	1.00	0.71	0.29	1.00
Final Sat.:	1700	5400	1800	1700	4744	656	1719	81	1800	1286	514	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.01	0.01	0.33	0.33	0.10	0.10	0.02	0.00	0.00	0.01
Crit Moves:					****			****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.03	0.36	0.01	0.02	0.45	0.45	0.45	0.45	0.09	0.02	0.02	0.06
Delay/Veh:	3.6	4.8	3.5	3.5	5.3	5.3	34.3	34.3	30.8	30.2	30.2	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	4.8	3.5	3.5	5.3	5.3	34.3	34.3	30.8	30.2	30.2	30.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	0	0	8	8	5	5	1	0	0	1

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.6
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	9	956	106	270	1155	11	18	3	1	92	4	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	0	0	0	0	0
Initial Fut:	9	1145	106	270	1364	11	18	3	1	92	4	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1145	106	270	1364	11	18	3	1	92	4	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1145	106	270	1364	11	18	3	1	92	4	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1145	106	270	1364	11	18	3	1	92	4	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.98	0.02	0.85	0.15	1.00	1.00	0.03	1.97
Final Sat.:	1700	3600	1800	3200	3570	30	1530	270	1800	1700	45	3555
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.06	0.08	0.38	0.38	0.01	0.01	0.00	0.05	0.09	0.09
Crit Moves:		****		****							****	
Green/Cycle:	0.01	0.61	0.61	0.16	0.76	0.76	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.51	0.52	0.10	0.52	0.51	0.51	0.07	0.07	0.00	0.31	0.52	0.52
Delay/Veh:	70.1	11.6	8.3	39.5	5.0	5.0	34.7	34.7	34.2	36.8	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.1	11.6	8.3	39.5	5.0	5.0	34.7	34.7	34.2	36.8	38.4	38.4
LOS by Move:	E	B	A	D	A	A	C	C	C	D	D	D
HCM2kAvgQ:	1	11	1	5	9	9	1	1	0	3	5	5

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:03 Page 96-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.0
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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	59	0	105	0	0	0	0	452	31	106	437	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	706	0	0	516	0
Initial Fut:	59	0	105	0	0	0	0	1158	31	106	953	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:	59	0	105	0	0	0	0	1158	31	106	953	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	105	0	0	0	0	1158	31	106	953	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.:	59	0	105	0	0	0	0	1158	31	106	953	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3506	94	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.33	0.06	0.26	0.00
Crit Moves:			****					****				
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.82	0.82	0.82	0.82	0.00
Volume/Cap:	0.24	0.00	0.40	0.00	0.00	0.00	0.00	0.40	0.40	0.08	0.32	0.00
Delay/Veh:	38.4	0.0	39.9	0.0	0.0	0.0	0.0	2.6	2.6	1.8	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	0.0	39.9	0.0	0.0	0.0	0.0	2.6	2.6	1.8	2.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	5	5	1	4	0

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:04 Page 97-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.5
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: 26 Mar 2005 << 1300-1400												
Base Vol:	0	0	0	76	0	41	30	881	0	0	1005	90
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	78	0	42	31	908	0	0	1035	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	253	0	0	301	0
Initial Fut:	0	0	0	78	0	42	31	1161	0	0	1336	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	0	0	78	0	42	31	1161	0	0	1336	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	42	31	1161	0	0	1336	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	0	0	78	0	42	31	1161	0	0	1336	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.02	0.32	0.00	0.00	0.37	0.05
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.85	0.85	0.00	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.22	0.02	0.38	0.00	0.00	0.43	0.06
Delay/Veh:	0.0	0.0	0.0	43.6	0.0	41.5	1.1	1.7	0.0	0.0	1.8	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.6	0.0	41.5	1.1	1.7	0.0	0.0	1.8	1.1
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	0	4	0	0	5	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:04 Page 98-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.9
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	23	14	39	14	5	23	18	928	46	12	957	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	20	0	0	0	0	16	0	68	14	0
Initial Fut:	23	14	59	14	5	23	18	944	46	80	971	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:	23	14	59	14	5	23	18	944	46	80	971	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	14	59	14	5	23	18	944	46	80	971	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.:	23	14	59	14	5	23	18	944	46	80	971	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.61	0.39	1.00	0.74	0.26	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1100	700	1800	1326	474	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.01	0.01	0.01	0.26	0.03	0.05	0.27	0.01
Crit Moves:			****								****	
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.86	0.86	0.86	0.86	0.86	0.86
Volume/Cap:	0.20	0.20	0.32	0.10	0.10	0.12	0.01	0.31	0.03	0.06	0.32	0.02
Delay/Veh:	41.5	41.5	42.5	40.8	40.8	40.9	1.1	1.5	1.1	1.1	1.5	1.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	42.5	40.8	40.8	40.9	1.1	1.5	1.1	1.1	1.5	1.1
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	2	1	1	1	0	3	0	0	3	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:04 Page 99-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.8
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	80	1	21	21	0	23	31	1715	79	49	1867	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	77	0	0	58	0
Initial Fut:	80	1	21	21	0	23	31	1792	79	49	1925	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:	80	1	21	21	0	23	31	1792	79	49	1925	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1	21	21	0	23	31	1792	79	49	1925	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.:	80	1	21	21	0	23	31	1792	79	49	1925	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.05	0.95	1.00	0.00	1.00	1.00	2.87	0.13	1.00	4.00	1.00
Final Sat.:	1700	86	1714	1700	0	1800	1700	5171	229	1700	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.01	0.00	0.01	0.02	0.35	0.35	0.03	0.27	0.01
Crit Moves:	****							****			****	
Green/Cycle:	0.07	0.07	0.07	0.07	0.00	0.07	0.49	0.49	0.49	0.38	0.38	0.38
Volume/Cap:	0.70	0.18	0.18	0.18	0.00	0.19	0.04	0.70	0.70	0.08	0.70	0.04
Delay/Veh:	63.6	44.7	44.7	44.8	0.0	44.8	13.1	20.6	20.6	19.8	27.1	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	44.7	44.7	44.8	0.0	44.8	13.1	20.6	20.6	19.8	27.1	19.5
LOS by Move:	E	D	D	D	A	D	B	C	C	B	C	B
HCM2kAvgQ:	4	1	1	1	0	1	1	16	16	1	14	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[15.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Ignore			Include			Include			Include		
Lanes:	0	0	0 0 0	0	0	0 0 0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	0	0	0	183	1096	0	0	737	570
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	3	0	0	2	0
Initial Fut:	0	0	0	0	0	0	183	1099	0	0	739	570
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	183	1099	0	0	739	570
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	0	0	0	183	1099	0	0	739	570
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1308	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	536	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	536	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03			1.03		1.03	1.03			1.03	
Initial Bse:	0	0	10				447	0	201				0	804			20		0	742			0	
Added Vol:	0	0	0				0	0	0				0	0			0		0	0			0	
APPRVD PROJ:	0	0	0				0	0	0				0	3			0		0	2			0	
Initial Fut:	0	0	10				447	0	201				0	807			20		0	744			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				447	0	201				0	807			20		0	744			0	
Reduct Vol:	0	0	0				0	0	0				0	0			0		0	0			0	
Reduced Vol:	0	0	10				447	0	201				0	807			20		0	744			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				447	0	201				0	807			20		0	744			0	
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900			1900		1900	1900			1900	
Adjustment:	0.89	0.95	0.95				0.91	0.95	0.95				0.89	0.95			0.95		0.89	0.95			0.95	
Lanes:	0.00	0.00	1.00				1.54	0.00	0.46				0.00	2.00			1.00		0.00	2.00			0.00	
Final Sat.:	0	0	1800				2655	0	834				0	3600			1800		0	3600			0	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.01				0.17	0.00	0.24				0.00	0.22			0.01		0.00	0.21			0.00	
Crit Moves:									****					****										
Green/Cycle:	0.00	0.00	0.50				0.50	0.00	0.50				0.00	0.46			0.46		0.00	0.46			0.00	
Volume/Cap:	0.00	0.00	0.01				0.34	0.00	0.48				0.00	0.48			0.02		0.00	0.45			0.00	
Delay/Veh:	0.0	0.0	12.7				15.3	0.0	16.9				0.0	18.8			14.6		0.0	18.4			0.0	
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	0.0	0.0	12.7				15.3	0.0	16.9				0.0	18.8			14.6		0.0	18.4			0.0	
LOS by Move:	A	A	B				B	A	B				A	B			B		A	B			A	
HCM2kAvgQ:	0	0	0				6	0	9				0	9			0		0	8			0	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03			1.03		1.03	1.03			1.03	
Initial Bse:	0	0	0				0	0	835				0	0			0		0	927			231	
Added Vol:	0	0	0				0	0	0				0	0			0		0	0			0	
PasserByVol:	0	0	0				0	0	0				0	0			0		0	0			0	
Initial Fut:	0	0	0				0	0	835				0	0			0		0	927			231	
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	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	835				0	0			0		0	927			231	
Reduct Vol:	0	0	0				0	0	0				0	0			0		0	0			0	
Reduced Vol:	0	0	0				0	0	835				0	0			0		0	927			231	
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	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	835				0	0			0		0	927			231	
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900			1900		1900	1900			1900	
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95			0.95		0.89	0.95			0.95	
Lanes:	0.00	0.00	0.00				0.00	0.00	2.00				0.00	0.00			0.00		0.00	2.00			1.00	
Final Sat.:	0	0	0				0	0	3600				0	0			0		0	3600			1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.00	0.00	0.23				0.00	0.00			0.00		0.00	0.26			0.13	
Crit Moves:									****											****				
Green/Cycle:	0.00	0.00	0.00				0.00	0.00	0.45				0.00	0.00			0.00		0.00	0.51			0.51	
Volume/Cap:	0.00	0.00	0.00				0.00	0.00	0.51				0.00	0.00			0.00		0.00	0.51			0.25	
Delay/Veh:	0.0	0.0	0.0				0.0	0.0	19.6				0.0	0.0			0.0		0.0	16.7			14.2	
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	0.0	0.0	0.0				0.0	0.0	19.6				0.0	0.0			0.0		0.0	16.7			14.2	
LOS by Move:	A	A	A				A	A	B				A	A			A		A	B			B	
HCM2kAvgQ:	0	0	0				0	0	10				0	0			0		0	10			4	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #102 I-405 SB Ramps/Artesia Blvd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: B[12.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																				
Base Vol:	0	0	294			0	0	0			0	727	891			0	0	0		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	0	0	303			0	0	0			0	749	918			0	0	0		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	0	303			0	0	0			0	749	918			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	303			0	0	0			0	749	918			0	0	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Final Vol.:	0	0	303			0	0	0			0	749	918			0	0	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.2			xxxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxx	xxxxx	xxxxx			xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	250			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	794			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	794			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.38			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	1.8			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	12.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
LOS by Move:	*	*	B			*	*	*			*	*	*			*	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	12.3					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:04 Page 104-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	846		0		27		0		0		0		0		343		440		60		422		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	367		0		0		0		0		0		0		0		67		0		0		0	
Initial Fut:	1213		0		27		0		0		0		0		343		507		60		422		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:	1213		0		27		0		0		0		0		343		507		60		422		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	1213		0		27		0		0		0		0		343		507		60		422		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.:	1213		0		27		0		0		0		0		343		507		60		422		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.96		0.00		0.04		0.00		0.00		0.00		0.00		1.00		1.00		1.00		1.00		0.00	
Final Sat.:	3426		0		74		0		0		0		0		1800		1800		1700		1800		0	
Capacity Analysis Module:																								
Vol/Sat:	0.35		0.00		0.36		0.00		0.00		0.00		0.00		0.19		0.28		0.04		0.23		0.00	
Crit Moves:					****												****							
Green/Cycle:	0.54		0.00		0.54		0.00		0.00		0.00		0.00		0.42		0.42		0.42		0.42		0.00	
Volume/Cap:	0.66		0.00		0.67		0.00		0.00		0.00		0.00		0.45		0.67		0.08		0.56		0.00	
Delay/Veh:	17.2		0.0		17.6		0.0		0.0		0.0		0.0		20.9		24.8		17.5		22.9		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	17.2		0.0		17.6		0.0		0.0		0.0		0.0		20.9		24.8		17.5		22.9		0.0	
LOS by Move:	B		A		B		A		A		A		A		C		C		B		C		A	
HCM2kAvgQ:	15		0		16		0		0		0		0		8		14		1		11		0	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:05 Page 105-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 78 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 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	350	1035	0	0	1101	330	71	0	429	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	200	122	0	0	127	0	0	0	164	0	0	0
Initial Fut:	550	1157	0	0	1228	330	71	0	593	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:	550	1157	0	0	1228	330	71	0	593	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	1157	0	0	1228	330	71	0	593	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.:	550	1157	0	0	1228	330	71	0	593	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.37	0.63	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4257	1143	348	0	3252	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.21	0.00	0.00	0.29	0.29	0.20	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.37	0.70	0.00	0.00	0.33	0.33	0.24	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.87	0.30	0.00	0.00	0.87	0.87	0.87	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	41.4	5.6	0.0	0.0	36.2	36.2	47.2	0.0	9.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	5.6	0.0	0.0	36.2	36.2	47.2	0.0	9.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	D	D	D	A	A	A	A	A
HCM2kAvgQ:	21	5	0	0	19	19	15	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	694	272	65	512	0	0	0	0	342	0	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	12	0	0	11	0	0	0	0	0	0	0
Initial Fut:	0	706	272	65	523	0	0	0	0	342	0	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	272	65	523	0	0	0	0	342	0	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	706	272	65	523	0	0	0	0	342	0	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	272	65	523	0	0	0	0	342	0	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	2437	0	1041
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.15	0.04	0.10	0.00	0.00	0.00	0.00	0.14	0.00	0.24
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.40	0.88	0.08	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Volume/Cap:	0.00	0.49	0.17	0.49	0.20	0.00	0.00	0.00	0.00	0.29	0.00	0.49
Delay/Veh:	0.0	22.7	0.9	47.1	15.1	0.0	0.0	0.0	0.0	15.7	0.0	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.7	0.9	47.1	15.1	0.0	0.0	0.0	0.0	15.7	0.0	17.9
LOS by Move:	A	C	A	D	B	A	A	A	A	B	A	B
HCM2kAvgQ:	0	9	1	3	3	0	0	0	0	5	0	9

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:05 Page 107-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	307	0	29	400	479	0	0	645	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	82	73	66	0	0	77	0
Initial Fut:	0	0	0	307	0	111	473	545	0	0	722	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	307	0	111	473	545	0	0	722	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	111	473	545	0	0	722	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	307	0	111	473	545	0	0	722	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.59	0.00	0.41	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2754	0	738	3200	5400	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.15	0.10	0.00	0.00	0.20	0.09
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.28	0.28	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.53	0.53	0.36	0.00	0.00	0.53	0.24
Delay/Veh:	0.0	0.0	0.0	29.2	0.0	30.9	31.1	29.1	0.0	0.0	24.6	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.2	0.0	30.9	31.1	29.1	0.0	0.0	24.6	21.5
LOS by Move:	A	A	A	C	A	C	C	C	A	A	C	C
HCM2kAvgQ:	0	0	0	5	0	8	8	5	0	0	9	4

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKEND Mon Nov 20, 2006 14:14:05 Page 108-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.102
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 66.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 26 Mar 2005 << 1230-1330												
Base Vol:	65	111	49	299	74	617	665	817	45	116	960	175
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	67	114	50	308	76	636	685	842	46	120	989	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	70	0	0	79	0
Initial Fut:	67	114	50	308	76	636	685	912	46	120	1068	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	114	50	308	76	636	685	912	46	120	1068	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	114	50	308	76	636	685	912	46	120	1068	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	114	50	308	76	636	685	912	46	120	1068	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.37	0.63	1.00	0.80	0.20	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	665	1135	1800	1443	357	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.21	0.21	0.35	0.40	0.25	0.03	0.07	0.30	0.10
Crit Moves:	****			****			****				****	
Green/Cycle:	0.09	0.09	0.09	0.19	0.19	0.56	0.37	0.50	0.50	0.14	0.27	0.27
Volume/Cap:	1.10	1.10	0.31	1.10	1.10	0.63	1.10	0.51	0.05	0.51	1.10	0.37
Delay/Veh:	145.6	146	43.5	118.9	119	16.3	99.0	17.2	13.0	41.8	97.6	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.6	146	43.5	118.9	119	16.3	99.0	17.2	13.0	41.8	97.6	30.2
LOS by Move:	F	F	D	F	F	B	F	B	B	D	F	C
HCM2kAvgQ:	11	11	2	21	21	14	36	10	1	4	28	5

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:05 Page 109-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #108 Juniper Ave/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.3
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 1	0 0	0	0 1	0 1
Volume Module: >> Count Date: 14 May 2005 << 1300-1400												
Base Vol:	0	0	0	27	0	28	30	517	0	0	329	52
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	28	0	29	31	533	0	0	339	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	29	31	533	0	0	339	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:	0	0	0	28	0	29	31	533	0	0	339	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	29	31	533	0	0	339	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.:	0	0	0	28	0	29	31	533	0	0	339	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	1800	0	0	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.30	0.00	0.00	0.19	0.03
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.05	0.00	0.05	0.91	0.91	0.00	0.00	0.91	0.91
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.32	0.02	0.33	0.00	0.00	0.21	0.03
Delay/Veh:	0.0	0.0	0.0	48.1	0.0	47.9	0.4	0.7	0.0	0.0	0.6	0.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.1	0.0	47.9	0.4	0.7	0.0	0.0	0.6	0.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	1	0	2	0	0	1	0

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:05 Page 110-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	6.1
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T		R			L	T		R		
Control:	Split Phase			Split Phase			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	11	0	92	0	0	0	0	1862		18			82	1892		0		
Added Vol:	0	0	0	0	0	0	0	0		0			0	0		0		
APPRVD PROJ:	0	0	0	0	0	0	0	86		0			0	63		0		
Initial Fut:	11	0	92	0	0	0	0	1948		18			82	1955		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	92	0	0	0	0	1948		18			82	1955		0		
Reduct Vol:	0	0	0	0	0	0	0	0		0			0	0		0		
Reduced Vol:	11	0	92	0	0	0	0	1948		18			82	1955		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	92	0	0	0	0	1948		18			82	1955		0		
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96		0.04			1.00	3.00		0.00		
Final Sat.:	1700	0	1800	0	0	0	0	7136		64			1700	5400		0		
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.00	0.05	0.00	0.00	0.00	0.00	0.27		0.27			0.05	0.36		0.00		
Crit Moves:			****					****						****				
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.70		0.70			0.12	0.82		0.00		
Volume/Cap:	0.06	0.00	0.44	0.00	0.00	0.00	0.00	0.39		0.39			0.39	0.44		0.00		
Delay/Veh:	39.5	0.0	42.7	0.0	0.0	0.0	0.0	6.3		6.3			41.5	2.5		0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	39.5	0.0	42.7	0.0	0.0	0.0	0.0	6.3		6.3			41.5	2.5		0.0		
LOS by Move:	D	A	D	A	A	A	A	A		A			D	A		A		
HCM2kAvgQ:	0	0	3	0	0	0	0	7		7			3	6		0		

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:05 Page 111-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #110 Madison St/SkyparK Dr

Cycle (sec):	100			Critical Vol./Cap.(X):			0.277						
Loss Time (sec):	4 (Y+R=4.0 sec)			Average Delay (sec/veh):			12.8						
Optimal Cycle:	16			Level Of Service:			B						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	88	121	166	15	104	11	7	362	22	205	606	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	121	166	15	104	11	7	362	22	205	606	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:	88	121	166	15	104	11	7	362	22	205	606	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	121	166	15	104	11	7	362	22	205	606	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.:	88	121	166	15	104	11	7	362	22	205	606	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.89	0.11	1.00	1.94	0.06
Final Sat.:	1700	1800	1800	1700	3246	354	1700	3397	203	1700	3487	113
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.09	0.01	0.03	0.03	0.00	0.11	0.11	0.12	0.17	0.17
Crit Moves:			****								****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.15	0.20	0.28	0.03	0.10	0.10	0.01	0.17	0.17	0.19	0.28	0.28
Delay/Veh:	23.6	23.9	24.7	22.5	23.0	23.0	7.0	7.8	7.8	8.0	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.9	24.7	22.5	23.0	23.0	7.0	7.8	7.8	8.0	8.5	8.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	3	4	0	1	1	0	3	3	3	5	5

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:05 Page 112-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec):	100			Critical Vol./Cap.(X):			0.515						
Loss Time (sec):	6 (Y+R=4.0 sec)			Average Delay (sec/veh):			13.1						
Optimal Cycle:	28			Level Of Service:			B						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	33	95	23	127	134	19	110	1358	16	80	1708	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	98	0	0	96	0
Initial Fut:	33	95	23	127	134	19	110	1456	16	80	1804	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:	33	95	23	127	134	19	110	1456	16	80	1804	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	95	23	127	134	19	110	1456	16	80	1804	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.:	33	95	23	127	134	19	110	1456	16	80	1804	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.44	1.26	0.30	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.91	0.09
Final Sat.:	789	2268	542	1700	1800	1800	1700	5340	60	1700	5230	170
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.01	0.06	0.27	0.27	0.05	0.34	0.34
Crit Moves:					****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.13	0.68	0.68	0.12	0.67	0.67
Volume/Cap:	0.29	0.29	0.29	0.52	0.52	0.07	0.52	0.40	0.40	0.40	0.52	0.52
Delay/Veh:	38.5	38.5	38.5	41.5	41.3	37.1	43.0	7.2	7.2	42.2	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	38.5	38.5	41.5	41.3	37.1	43.0	7.2	7.2	42.2	8.5	8.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	2	2	2	5	5	1	4	7	7	3	10	10

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 113-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.4
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	54	1064	5	0	1223	73	83	3	53	8	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	153	0	0	157	40	30	0	0	0	0	0
Initial Fut:	54	1217	5	0	1380	113	113	3	53	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:	54	1217	5	0	1380	113	113	3	53	8	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1217	5	0	1380	113	113	3	53	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.:	54	1217	5	0	1380	113	113	3	53	8	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.77	0.23	1.95	0.05	1.00	2.00	0.00	1.00
Final Sat.:	1700	5400	1800	1700	4991	409	3407	93	1800	3500	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.00	0.28	0.28	0.03	0.03	0.03	0.00	0.00	0.00
Crit Moves:					****			****		****		
Green/Cycle:	0.83	0.83	0.83	0.00	0.83	0.83	0.10	0.10	0.10	0.01	0.00	0.00
Volume/Cap:	0.04	0.27	0.00	0.00	0.33	0.33	0.33	0.33	0.29	0.33	0.00	0.00
Delay/Veh:	1.5	1.8	1.4	0.0	2.0	2.0	42.4	42.4	42.6	57.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.5	1.8	1.4	0.0	2.0	2.0	42.4	42.4	42.6	57.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	D	D	E	A	A
HCM2kAvgQ:	0	3	0	0	4	4	2	2	2	0	0	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 114-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 26 Mar 2005 << 1215-1315												
Base Vol:	36	800	1	2	979	64	85	0	79	1	0	0
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	37	824	1	2	1009	66	88	0	81	1	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	123	0	0	117	40	30	0	0	0	0	0
Initial Fut:	37	947	1	2	1126	106	118	0	81	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:	37	947	1	2	1126	106	118	0	81	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	947	1	2	1126	106	118	0	81	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.:	37	947	1	2	1126	106	118	0	81	1	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1700	5394	6	1700	4936	464	1800	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.00	0.23	0.23	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.74	0.74	0.01	0.68	0.68	0.19	0.00	0.19	0.19	0.00	0.00
Volume/Cap:	0.34	0.24	0.24	0.24	0.34	0.34	0.34	0.00	0.23	0.00	0.00	0.00
Delay/Veh:	46.5	4.1	4.1	63.2	6.7	6.7	35.3	0.0	34.3	32.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	4.1	4.1	63.2	6.7	6.7	35.3	0.0	34.3	32.4	0.0	0.0
LOS by Move:	D	A	A	E	A	A	D	A	C	C	A	A
HCM2kAvgQ:	2	3	3	0	5	5	3	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 115-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	41	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	165	788	133	213	885	232	319	664	210	237	1001	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	51	123	0	0	108	9	0	24	74	0	24	0
Initial Fut:	216	911	133	213	993	241	319	688	284	237	1025	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	911	133	213	993	241	319	688	284	237	1025	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	911	133	213	993	241	319	688	284	237	1025	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	216	911	133	213	993	241	319	688	284	237	1025	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.62	0.38	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.54	0.46
Final Sat.:	3200	4713	687	3200	5400	1800	3200	3600	1800	3200	4577	823
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.19	0.07	0.18	0.13	0.10	0.19	0.16	0.07	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.31	0.31	0.11	0.30	0.30	0.16	0.37	0.37	0.14	0.36	0.36
Volume/Cap:	0.60	0.63	0.63	0.63	0.60	0.44	0.63	0.51	0.42	0.51	0.63	0.63
Delay/Veh:	53.7	36.3	36.3	55.0	36.3	34.1	49.5	29.5	28.4	48.4	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	36.3	36.3	55.0	36.3	34.1	49.5	29.5	28.4	48.4	32.5	32.5
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	5	12	12	5	11	8	7	10	8	5	13	13

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 116-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.9
Optimal Cycle:	22	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	131	1035	0	0	1013	122	77	0	140	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	140	0	0	132	6	7	0	0	0	0	0
Initial Fut:	132	1175	0	0	1145	128	84	0	140	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	1175	0	0	1145	128	84	0	140	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1175	0	0	1145	128	84	0	140	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	1175	0	0	1145	128	84	0	140	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5400	0	1700	5400	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.00	0.00	0.21	0.07	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.12	0.72	0.00	0.00	0.60	0.82	0.22	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.35	0.30	0.00	0.00	0.35	0.09	0.12	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	41.2	5.1	0.0	0.0	10.1	1.7	31.2	0.0	33.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	5.1	0.0	0.0	10.1	1.7	31.2	0.0	33.4	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	A	C	A	C	A	A	A
HCM2kAvgQ:	3	5	0	0	6	1	1	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 117-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.4
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:	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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03								
Initial Bse:	133	556		80	156	776		284	242	733		86	87	931		172								
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
APPRVD PROJ:	0	13		0	4	8		120	123	195		0	0	201		4								
Initial Fut:	133	569		80	160	784		404	365	928		86	87	1132		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:	133	569		80	160	784		404	365	928		86	87	1132		176								
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
Reduced Vol:	133	569		80	160	784		404	365	928		86	87	1132		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.:	133	569		80	160	784		404	365	928		86	87	1132		176								
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900								
Adjustment:	0.84	0.95		0.95	0.84	0.95		0.95	0.84	0.95		0.95	0.89	0.95		0.95								
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	2.00	3.00		1.00	1.00	2.60		0.40								
Final Sat.:	3200	5400		1800	3200	5400		1800	3200	5400		1800	1700	4673		727								
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.11		0.04	0.05	0.15		0.22	0.11	0.17		0.05	0.05	0.24		0.24								
Crit Moves:	****							****	****						****									
Green/Cycle:	0.06	0.27		0.27	0.13	0.33		0.33	0.17	0.41		0.41	0.12	0.36		0.36								
Volume/Cap:	0.68	0.39		0.17	0.39	0.44		0.68	0.68	0.42		0.12	0.42	0.68		0.68								
Delay/Veh:	55.0	30.2		28.3	40.8	26.3		31.9	42.4	21.4		18.6	42.2	28.2		28.2								
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
AdjDel/Veh:	55.0	30.2		28.3	40.8	26.3		31.9	42.4	21.4		18.6	42.2	28.2		28.2								
LOS by Move:	E		C		C	D		C	D		C		B	D		C								
HCM2kAvgQ:	4		5		2	3		7	12		7		7	2		3								

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 118-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.252
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.2
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03								
Initial Bse:	72	383		16	66	514		133	83	96		37	4	83		93								
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
APPRVD PROJ:	0	12		0	0	8		0	0	0		0	0	0		0								
Initial Fut:	72	395		16	66	522		133	83	96		37	4	83		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:	72	395		16	66	522		133	83	96		37	4	83		93								
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
Reduced Vol:	72	395		16	66	522		133	83	96		37	4	83		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.:	72	395		16	66	522		133	83	96		37	4	83		93								
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900								
Adjustment:	0.89	0.95		0.95	0.84	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95								
Lanes:	1.00	2.88		0.12	2.00	2.00		1.00	1.00	1.44		0.56	1.00	1.00		1.00								
Final Sat.:	1700	5184		216	3200	3600		1800	1700	2595		1005	1700	1800		1800								
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.08		0.08	0.02	0.15		0.07	0.05	0.04		0.04	0.00	0.05		0.05								
Crit Moves:	****					****			****															
Green/Cycle:	0.17	0.59		0.59	0.16	0.58		0.58	0.20	0.20		0.20	0.20	0.20		0.20								
Volume/Cap:	0.25	0.13		0.13	0.13	0.25		0.13	0.25	0.19		0.19	0.01	0.24		0.26								
Delay/Veh:	36.6	9.3		9.3	36.3	10.6		9.7	34.5	33.8		33.8	32.5	34.1		34.4								
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
AdjDel/Veh:	36.6	9.3		9.3	36.3	10.6		9.7	34.5	33.8		33.8	32.5	34.1		34.4								
LOS by Move:	D		A		A	D		B	A		C		C	C		C								
HCM2kAvgQ:	2		2		2	1		4	2		3		2	0		2								

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 119-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.0
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:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	664	0	352	320	1308	0	0	1521	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	1	0	6	10	81	0	0	61	2
Initial Fut:	0	0	0	665	0	358	330	1389	0	0	1582	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	665	0	358	330	1389	0	0	1582	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	665	0	358	330	1389	0	0	1582	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	665	0	358	330	1389	0	0	1582	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	3200	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.10	0.10	0.26	0.00	0.00	0.29	0.17
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.58	0.32	0.32	0.00	0.00	0.36	0.62
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.17	0.32	0.81	0.00	0.00	0.81	0.27
Delay/Veh:	0.0	0.0	0.0	40.7	0.0	10.0	26.0	34.1	0.0	0.0	31.2	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.7	0.0	10.0	26.0	34.1	0.0	0.0	31.2	8.8
LOS by Move:	A	A	A	D	A	A	C	C	A	A	C	A
HCM2kAvgQ:	0	0	0	14	0	3	5	16	0	0	17	4

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:06 Page 120-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.117
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	2	166	38	64	166	0	2	3	0	80	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	10	0	0	0	0	0	0	9	0	0
Initial Fut:	2	166	48	64	166	0	2	3	0	89	0	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:	2	166	48	64	166	0	2	3	0	89	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	166	48	64	166	0	2	3	0	89	0	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.:	2	166	48	64	166	0	2	3	0	89	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.02	1.98	1.00	0.56	1.44	1.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	44	3556	1800	1001	2599	1800	1700	1800	1800	3500	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.06	0.06	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Moves:					****			****				****
Green/Cycle:	0.55	0.55	0.93	0.55	0.55	0.00	0.01	0.01	0.00	0.38	0.00	0.38
Volume/Cap:	0.09	0.09	0.03	0.12	0.12	0.00	0.08	0.12	0.00	0.07	0.00	0.12
Delay/Veh:	10.8	10.8	0.3	11.0	11.0	0.0	50.0	50.6	0.0	19.9	0.0	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	0.3	11.0	11.0	0.0	50.0	50.6	0.0	19.9	0.0	20.3
LOS by Move:	B	B	A	B	B	A	D	D	A	B	A	C
HCM2kAvgQ:	1	1	0	2	2	0	0	0	0	1	0	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	84	150	28				74	122	68				40	846	49				20	921	52			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	2				0	0	25				22	14	32				0	14	0			
Initial Fut:	84	150	30				74	122	93				62	860	81				20	935	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:	84	150	30				74	122	93				62	860	81				20	935	52			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	84	150	30				74	122	93				62	860	81				20	935	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.:	84	150	30				74	122	93				62	860	81				20	935	52			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	1800	1800				1700	1800	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.08	0.02				0.04	0.07	0.05				0.04	0.24	0.05				0.01	0.26	0.03			
Crit Moves:		****											****							****				
Green/Cycle:	0.21	0.21	0.21				0.21	0.21	0.21				0.09	0.70	0.70				0.03	0.64	0.64			
Volume/Cap:	0.24	0.40	0.08				0.21	0.33	0.25				0.40	0.34	0.06				0.34	0.40	0.04			
Delay/Veh:	33.5	35.0	32.1				33.2	34.3	33.5				44.7	6.0	4.8				50.8	8.7	6.6			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	33.5	35.0	32.1				33.2	34.3	33.5				44.7	6.0	4.8				50.8	8.7	6.6			
LOS by Move:	C	D	C				C	C	C				D	A	A				D	A	A			
HCM2kAvgQ:	3	4	1				2	4	3				2	5	1				1	7	1			

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:07 Page 122-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
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:	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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	106	210	45				37	155	12				19	1295	77				47	1302	48			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	3	0				8	3	0				0	200	0				0	204	13			
Initial Fut:	106	213	45				45	158	12				19	1495	77				47	1506	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:	106	213	45				45	158	12				19	1495	77				47	1506	61			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	106	213	45				45	158	12				19	1495	77				47	1506	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.:	106	213	45				45	158	12				19	1495	77				47	1506	61			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	0.82	0.18				1.00	0.93	0.07				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	1484	316				1700	1669	131				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.14	0.14				0.03	0.09	0.09				0.01	0.42	0.04				0.03	0.42	0.03			
Crit Moves:		****												****						****				
Green/Cycle:	0.23	0.23	0.23				0.23	0.23	0.23				0.02	0.67	0.67				0.04	0.69	0.69			
Volume/Cap:	0.27	0.62	0.62				0.12	0.41	0.41				0.60	0.62	0.06				0.62	0.60	0.05			
Delay/Veh:	32.0	37.6	37.6				30.6	33.4	33.4				78.6	10.1	5.9				62.1	8.6	4.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	32.0	37.6	37.6				30.6	33.4	33.4				78.6	10.1	5.9				62.1	8.6	4.9			
LOS by Move:	C	D	D				C	C	C				E	B	A				E	A	A			
HCM2kAvgQ:	3	8	8				1	5	5				2	14	1				3	13	1			

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:07 Page 123-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.183
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 14 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 23 Apr 2005 << 1300-1400												
Base Vol:	193	235	48	22	232	18	17	98	86	97	95	9
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	199	242	49	23	239	19	18	101	89	100	98	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	242	49	23	239	19	18	101	89	100	98	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:	199	242	49	23	239	19	18	101	89	100	98	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	242	49	23	239	19	18	101	89	100	98	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.:	199	242	49	23	239	19	18	101	89	100	98	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.66	0.34	1.00	1.86	0.14	1.00	1.07	0.93	1.00	1.83	0.17
Final Sat.:	1700	2989	611	1700	3341	259	1700	1917	1683	1700	3288	312
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.01	0.07	0.07	0.01	0.05	0.05	0.06	0.03	0.03
Crit Moves:	****									****		
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.18	0.13	0.13	0.02	0.11	0.11	0.03	0.16	0.16	0.18	0.09	0.09
Delay/Veh:	7.5	7.1	7.1	6.6	7.0	7.0	23.3	24.4	24.4	24.6	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.1	7.1	6.6	7.0	7.0	23.3	24.4	24.4	24.6	23.8	23.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	3	2	2	0	2	2	0	2	2	2	1	1

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:07 Page 124-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound					West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R		
Control:	Protected			Protected			Protected				Protected				
Rights:	Include			Include			Include				Include				
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0		
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03		
Initial Bse:	263	313	84	94	278	56	124	1539	249		177	1451	62		
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
APPRVD PROJ:	0	0	0	0	0	0	0	77	0		0	58	0		
Initial Fut:	263	313	84	94	278	56	124	1616	249		177	1509	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:	263	313	84	94	278	56	124	1616	249		177	1509	62		
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0		
Reduced Vol:	263	313	84	94	278	56	124	1616	249		177	1509	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.:	263	313	84	94	278	56	124	1616	249		177	1509	62		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95		0.84	0.95	0.95		
Lanes:	1.00	1.58	0.42	1.00	1.67	0.33	2.00	2.60	0.40		2.00	3.84	0.16		
Final Sat.:	1700	2835	765	1700	3000	600	3200	4678	722		3200	6917	283		
Capacity Analysis Module:															
Vol/Sat:	0.15	0.11	0.11	0.06	0.09	0.09	0.04	0.35	0.35		0.06	0.22	0.22		
Crit Moves:	****				****			****			****				
Green/Cycle:	0.22	0.23	0.23	0.12	0.13	0.13	0.09	0.49	0.49		0.08	0.48	0.48		
Volume/Cap:	0.70	0.47	0.47	0.47	0.70	0.70	0.45	0.70	0.70		0.70	0.45	0.45		
Delay/Veh:	42.1	33.4	33.4	43.0	46.3	46.3	44.7	20.7	20.7		53.7	17.2	17.2		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	42.1	33.4	33.4	43.0	46.3	46.3	44.7	20.7	20.7		53.7	17.2	17.2		
LOS by Move:	D	C	C	D	D	D	D	C	C		D	B	B		
HCM2kAvgQ:	10	6	6	4	7	7	3	16	16		5	8	8		

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:07 Page 125-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.339
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 7 May 2005 << 1300-1400												
Base Vol:	20	321	6	67	481	124	81	7	18	4	1	71
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	331	6	69	496	128	83	7	19	4	1	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	331	6	69	496	128	83	7	19	4	1	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:	21	331	6	69	496	128	83	7	19	4	1	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	331	6	69	496	128	83	7	19	4	1	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.:	21	331	6	69	496	128	83	7	19	4	1	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.08	1.00	0.80	0.20	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1657	143	1800	1440	360	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.04	0.28	0.07	0.05	0.05	0.01	0.00	0.00	0.04
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.01	0.23	0.00	0.05	0.34	0.09	0.34	0.34	0.07	0.02	0.02	0.27
Delay/Veh:	1.8	2.3	1.8	1.9	2.6	1.9	38.9	38.9	36.7	36.4	36.4	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	2.3	1.8	1.9	2.6	1.9	38.9	38.9	36.7	36.4	36.4	38.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	4	1	3	3	1	0	0	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.324
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	1	0 0	0 1
Volume Module: >> Count Date: 7 May 2005 << 1300-1400												
Base Vol:	57	313	5	7	481	21	21	1	62	1	0	10
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	59	322	5	7	496	22	22	1	64	1	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	322	5	7	496	22	22	1	64	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:	59	322	5	7	496	22	22	1	64	1	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	322	5	7	496	22	22	1	64	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.:	59	322	5	7	496	22	22	1	64	1	0	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1718	82	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.00	0.28	0.01	0.01	0.01	0.04	0.00	0.00	0.01
Crit Moves:					****				****			
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.00	0.11
Volume/Cap:	0.04	0.21	0.00	0.00	0.32	0.01	0.11	0.11	0.32	0.01	0.00	0.05
Delay/Veh:	1.2	1.4	1.1	1.1	1.7	1.1	40.4	40.4	42.1	39.7	0.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.2	1.4	1.1	1.1	1.7	1.1	40.4	40.4	42.1	39.7	0.0	40.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	A	D
HCM2kAvgQ:	0	2	0	0	3	0	1	1	2	0	0	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.1
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	5	0	9	0	0	0	0	1228	2	10	1268	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	140	0	0	158	0
Initial Fut:	5	0	9	0	0	0	0	1368	2	10	1426	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	1368	2	10	1426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	9	0	0	0	0	1368	2	10	1426	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	1368	2	10	1426	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5392	8	1700	3600	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	0.40	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.91	0.91	0.02	0.93	0.00
Volume/Cap:	0.25	0.00	0.43	0.00	0.00	0.00	0.00	0.28	0.28	0.28	0.43	0.00
Delay/Veh:	55.3	0.0	62.0	0.0	0.0	0.0	0.0	0.6	0.6	52.3	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	0.0	62.0	0.0	0.0	0.0	0.0	0.6	0.6	52.3	0.5	0.0
LOS by Move:	E	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	2	2	1	3	0

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:08 Page 128-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	121	35	116	41	24	44	64	820	37	99	900	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	0	2	0	0	0	0	75	1	4	54	0
Initial Fut:	122	35	118	41	24	44	64	895	38	103	954	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:	122	35	118	41	24	44	64	895	38	103	954	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	35	118	41	24	44	64	895	38	103	954	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.:	122	35	118	41	24	44	64	895	38	103	954	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.89	0.25	0.86	1.00	0.35	0.65	2.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1591	459	1550	1700	627	1173	3200	5180	220	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.02	0.04	0.04	0.02	0.17	0.17	0.06	0.18	0.02
Crit Moves:		****						****			****	
Green/Cycle:	0.23	0.23	0.42	0.23	0.23	0.23	0.07	0.52	0.52	0.18	0.64	0.64
Volume/Cap:	0.33	0.33	0.18	0.10	0.16	0.16	0.28	0.33	0.33	0.33	0.28	0.03
Delay/Veh:	32.2	32.2	18.6	30.4	30.8	30.8	44.6	13.7	13.7	36.1	8.1	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	18.6	30.4	30.8	30.8	44.6	13.7	13.7	36.1	8.1	6.8
LOS by Move:	C	C	B	C	C	C	D	B	B	D	A	A
HCM2kAvgQ:	4	4	3	1	2	2	1	6	6	3	5	0

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:08 Page 129-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.279
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03								
Initial Bse:	14	103		80	63	99		78	78	623		19	55	548		68								
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
APPRVD PROJ:	0	0		0	1	0		0	0	17		0	0	16		1								
Initial Fut:	14	103		80	64	99		78	78	640		19	55	564		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:	14	103		80	64	99		78	78	640		19	55	564		69								
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
Reduced Vol:	14	103		80	64	99		78	78	640		19	55	564		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.:	14	103		80	64	99		78	78	640		19	55	564		69								
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900								
Adjustment:	0.95	0.95		0.95	0.95	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95								
Lanes:	0.12	0.88		1.00	0.39	0.61		1.00	1.00	2.00		1.00	1.00	2.00		1.00								
Final Sat.:	221	1579		1800	706	1094		1800	1700	3600		1800	1700	3600		1800								
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.07		0.04	0.09	0.09		0.04	0.05	0.18		0.01	0.03	0.16		0.04								
Crit Moves:						****				****														
Green/Cycle:	0.32	0.32		0.32	0.32	0.32		0.32	0.64	0.64		0.64	0.64	0.64		0.64								
Volume/Cap:	0.20	0.20		0.14	0.28	0.28		0.13	0.07	0.28		0.02	0.05	0.25		0.06								
Delay/Veh:	24.6	24.6		24.1	25.4	25.4		24.0	7.0	8.1		6.7	6.8	7.9		6.9								
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
AdjDel/Veh:	24.6	24.6		24.1	25.4	25.4		24.0	7.0	8.1		6.7	6.8	7.9		6.9								
LOS by Move:	C	C		C	C	C		C	A	A		A	A	A		A								
HCM2kAvgQ:	3	3		2	4	4		2	1	5		0	1	4		1								

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03								
Initial Bse:	157	1		161	2	0		0	1	879		115	175	967		0								
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
APPRVD PROJ:	0	0		9	0	0		0	0	253		0	9	301		0								
Initial Fut:	157	1		170	2	0		0	1	1132		115	184	1268		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:	157	1		170	2	0		0	1	1132		115	184	1268		0								
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0								
Reduced Vol:	157	1		170	2	0		0	1	1132		115	184	1268		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.:	157	1		170	2	0		0	1	1132		115	184	1268		0								
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900								
Adjustment:	0.91	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95								
Lanes:	1.48	0.01		1.51	1.00	1.00		0.00	1.00	2.72		0.28	1.00	2.00		1.00								
Final Sat.:	2573	11		2713	1700	1800		0	1700	4900		500	1700	3600		1800								
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.09		0.06	0.00	0.00		0.00	0.00	0.23		0.23	0.11	0.35		0.00								
Crit Moves:		****				****				****					****									
Green/Cycle:	0.19	0.19		0.19	0.00	0.00		0.00	0.00	0.48		0.48	0.23	0.71		0.00								
Volume/Cap:	0.33	0.50		0.33	0.00	0.00		0.00	0.00	0.48		0.48	0.48	0.50		0.00								
Delay/Veh:	35.4	37.0		35.4	121.4	0.0		0.0	172.3	17.5		17.5	34.5	6.7		0.0								
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00								
AdjDel/Veh:	35.4	37.0		35.4	121.4	0.0		0.0	172.3	17.5		17.5	34.5	6.7		0.0								
LOS by Move:	D	D		D	F	A		A	F	B		B	C	A		A								
HCM2kAvgQ:	3	5		3	0	0		0	0	9		9	6	9		0								

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.2
Optimal Cycle:	24	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	50	165	307	60	172	39	39	541	43	215	490	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	9	0	0	9	0	0	83	0	0	69	0
Initial Fut:	50	174	307	60	181	39	39	624	43	215	559	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:	50	174	307	60	181	39	39	624	43	215	559	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	174	307	60	181	39	39	624	43	215	559	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.:	50	174	307	60	181	39	39	624	43	215	559	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.17	0.04	0.05	0.02	0.02	0.17	0.02	0.13	0.16	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.23	0.23	0.53	0.23	0.23	0.23	0.09	0.41	0.41	0.30	0.62	0.62
Volume/Cap:	0.13	0.42	0.32	0.15	0.22	0.10	0.25	0.42	0.06	0.42	0.25	0.05
Delay/Veh:	30.8	33.6	13.6	31.0	31.4	30.5	43.1	21.2	17.8	28.6	8.6	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	33.6	13.6	31.0	31.4	30.5	43.1	21.2	17.8	28.6	8.6	7.5
LOS by Move:	C	C	B	C	C	C	D	C	B	C	A	A
HCM2kAvgQ:	1	5	6	2	2	1	1	7	1	6	4	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.6
Optimal Cycle:	44	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 23 Apr 2005 << 1245-1345												
Base Vol:	277	293	181	100	314	159	96	754	198	168	936	94
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	285	302	186	103	324	164	99	777	204	173	964	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	5	9	5	0	9	0	0	93	5	6	96	0
Initial Fut:	290	311	191	103	333	164	99	870	209	179	1060	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	311	191	103	333	164	99	870	209	179	1060	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	311	191	103	333	164	99	870	209	179	1060	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	311	191	103	333	164	99	870	209	179	1060	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2228	1372	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.14	0.06	0.09	0.09	0.06	0.24	0.12	0.11	0.29	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.26	0.28	0.28	0.12	0.14	0.14	0.09	0.37	0.37	0.16	0.44	0.44
Volume/Cap:	0.65	0.50	0.50	0.50	0.65	0.64	0.66	0.65	0.31	0.65	0.66	0.12
Delay/Veh:	43.0	36.5	36.5	51.1	51.8	54.3	63.8	32.6	27.2	52.8	27.4	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	36.5	36.5	51.1	51.8	54.3	63.8	32.6	27.2	52.8	27.4	19.7
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	B
HCM2kAvgQ:	11	8	8	5	7	7	5	15	6	8	17	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.4
Optimal Cycle:	19	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	361	732	11	49	524	114	116	45	326	22	72	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	4	0	0	0	0	0	0	0
Initial Fut:	361	736	11	49	528	114	116	45	326	22	72	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:	361	736	11	49	528	114	116	45	326	22	72	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	736	11	49	528	114	116	45	326	22	72	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.:	361	736	11	49	528	114	116	45	326	22	72	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.72	0.28	1.00	0.23	0.77	1.00
Final Sat.:	1700	3545	55	1700	3600	1800	1296	504	1800	415	1385	1800
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.03	0.15	0.06	0.09	0.09	0.18	0.05	0.05	0.04
Crit Moves:		****							****			
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.41	0.40	0.40	0.06	0.29	0.12	0.20	0.20	0.40	0.12	0.12	0.09
Delay/Veh:	15.4	15.1	15.1	12.2	14.0	12.7	16.9	16.9	19.0	16.2	16.2	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.1	15.1	12.2	14.0	12.7	16.9	16.9	19.0	16.2	16.2	15.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	8	7	7	1	5	2	3	3	7	2	2	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	7.5
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1
Volume Module: >> Count Date: 30 Apr 2005 << 1200-1300												
Base Vol:	33	913	12	29	702	69	99	58	55	5	27	30
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	34	941	12	30	723	71	102	60	57	5	28	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	4	0	0	0	0	0	0	0
Initial Fut:	34	945	12	30	727	71	102	60	57	5	28	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:	34	945	12	30	727	71	102	60	57	5	28	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	945	12	30	727	71	102	60	57	5	28	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.:	34	945	12	30	727	71	102	60	57	5	28	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.00	1.00	0.16	0.84	1.00
Final Sat.:	1700	3553	47	1700	3279	321	1700	1800	1800	281	1519	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.02	0.22	0.22	0.06	0.03	0.03	0.02	0.02	0.02
Crit Moves:		****						****				
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.03	0.34	0.34	0.02	0.28	0.28	0.34	0.19	0.18	0.10	0.10	0.10
Delay/Veh:	2.4	3.3	3.3	2.4	3.1	3.1	36.7	35.3	35.3	34.7	34.7	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.3	3.3	2.4	3.1	3.1	36.7	35.3	35.3	34.7	34.7	34.6
LOS by Move:	A	A	A	A	A	A	D	D	D	C	C	C
HCM2kAvgQ:	0	5	5	0	4	4	3	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

Traffix 7.8.0115 (c) 2006 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		1	0	1	1	0		0	1	0	0	1		1	0	1	0	1	
Volume Module: >> Count Date: 30 Apr 2005 << 1200-1300																								
Base Vol:	20	859	111				50	695	13				9	35	10				109	20	57			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	21	885	114				52	716	13				9	36	10				112	21	59			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	4	0				0	4	0				0	0	0				0	0	0			
Initial Fut:	21	889	114				52	720	13				9	36	10				112	21	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:	21	889	114				52	720	13				9	36	10				112	21	59			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	21	889	114				52	720	13				9	36	10				112	21	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.:	21	889	114				52	720	13				9	36	10				112	21	59			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	1.96	0.04				0.20	0.80	1.00				1.00	1.00	1.00			
Final Sat.:	1700	3600	1800				1700	3534	66				368	1432	1800				1700	1800	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.25	0.06				0.03	0.20	0.20				0.03	0.03	0.01				0.07	0.01	0.03			
Crit Moves:		****																	****					
Green/Cycle:	0.76	0.76	0.76				0.76	0.76	0.76				0.20	0.20	0.20				0.20	0.20	0.20			
Volume/Cap:	0.02	0.33	0.08				0.04	0.27	0.27				0.12	0.12	0.03				0.33	0.06	0.16			
Delay/Veh:	3.0	4.0	3.2				3.0	3.7	3.7				32.8	32.8	32.0				34.6	32.2	33.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	3.0	4.0	3.2				3.0	3.7	3.7				32.8	32.8	32.0				34.6	32.2	33.1			
LOS by Move:	A	A	A				A	A	A				C	C	C				C	C	C			
HCM2kAvgQ:	0	5	1				0	4	4				1	1	0				3	1	2			

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:09 Page 136-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						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:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	271	0	9				0	0	0				0	1170	174				15	1150	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	0	0				0	0	0				0	142	0				0	161	0			
Initial Fut:	271	0	9				0	0	0				0	1312	174				15	1311	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:	271	0	9				0	0	0				0	1312	174				15	1311	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	271	0	9				0	0	0				0	1312	174				15	1311	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.:	271	0	9				0	0	0				0	1312	174				15	1311	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	2.00	1.00				1.00	2.00	0.00			
Final Sat.:	1700	0	1800				0	0	0				0	3600	1800				1700	3600	0			
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.00	0.01				0.00	0.00	0.00				0.00	0.36	0.10				0.01	0.36	0.00			
Crit Moves:	****													****										
Green/Cycle:	0.29	0.00	0.29				0.00	0.00	0.00				0.00	0.67	0.67				0.67	0.67	0.00			
Volume/Cap:	0.55	0.00	0.02				0.00	0.00	0.00				0.00	0.55	0.14				0.01	0.55	0.00			
Delay/Veh:	31.1	0.0	25.2				0.0	0.0	0.0				0.0	8.9	6.2				5.6	8.9	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	31.1	0.0	25.2				0.0	0.0	0.0				0.0	8.9	6.2				5.6	8.9	0.0			
LOS by Move:	C	A	C				A	A	A				A	A	A				A	A	A			
HCM2kAvgQ:	8	0	0				0	0	0				0	11	2				0	11	0			

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120			Critical Vol./Cap.(X):			0.723						
Loss Time (sec):	8 (Y+R=4.0 sec)			Average Delay (sec/veh):			40.3						
Optimal Cycle:	53			Level Of Service:			D						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:		Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	
Initial Bse:	177	432	156	343	585	132	130	775	169	145	862	200	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
APPRVD PROJ:	0	131	0	0	171	0	0	3	0	0	2	0	
Initial Fut:	177	563	156	343	756	132	130	778	169	145	864	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:	177	563	156	343	756	132	130	778	169	145	864	200	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	177	563	156	343	756	132	130	778	169	145	864	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.:	177	563	156	343	756	132	130	778	169	145	864	200	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800	
Capacity Analysis Module:													
Vol/Sat:	0.10	0.16	0.09	0.20	0.21	0.07	0.08	0.22	0.09	0.09	0.24	0.11	
Crit Moves:		****			****			****			****		
Green/Cycle:	0.16	0.22	0.22	0.28	0.33	0.33	0.11	0.31	0.31	0.12	0.33	0.33	
Volume/Cap:	0.63	0.72	0.40	0.72	0.63	0.22	0.72	0.69	0.30	0.69	0.72	0.33	
Delay/Veh:	51.5	47.0	41.0	44.5	35.1	29.2	65.4	37.9	31.5	59.6	37.4	30.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	51.5	47.0	41.0	44.5	35.1	29.2	65.4	37.9	31.5	59.6	37.4	30.4	
LOS by Move:	D	D	D	D	D	C	E	D	C	E	D	C	
HCM2kAvgQ:	8	11	5	14	13	4	7	14	5	7	16	6	

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:09 Page 138-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120			Critical Vol./Cap.(X):			0.826						
Loss Time (sec):	8 (Y+R=4.0 sec)			Average Delay (sec/veh):			41.7						
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:		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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	
Initial Bse:	64	809	417	287	923	61	197	1084	94	339	1122	165	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
APPRVD PROJ:	0	131	0	0	171	0	0	0	0	0	0	0	
Initial Fut:	64	940	417	287	1094	61	197	1084	94	339	1122	165	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	940	417	287	1094	61	197	1084	94	339	1122	165	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	64	940	417	287	1094	61	197	1084	94	339	1122	165	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	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	940	417	287	1094	61	197	1084	94	339	1122	165	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.76	0.24	2.00	2.00	1.00	
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	4970	430	3200	3600	1800	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.17	0.23	0.17	0.30	0.03	0.12	0.22	0.22	0.11	0.31	0.09	
Crit Moves:		****			****			****			****		
Green/Cycle:	0.05	0.21	0.38	0.20	0.37	0.37	0.14	0.35	0.35	0.17	0.38	0.38	
Volume/Cap:	0.82	0.83	0.61	0.83	0.82	0.09	0.83	0.63	0.63	0.63	0.83	0.24	
Delay/Veh:	104.6	50.3	31.6	60.5	38.5	24.7	70.6	33.2	33.2	48.6	38.1	25.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	104.6	50.3	31.6	60.5	38.5	24.7	70.6	33.2	33.2	48.6	38.1	25.8	
LOS by Move:	F	D	C	E	D	C	E	C	C	D	D	C	
HCM2kAvgQ:	5	14	13	14	21	1	10	13	13	8	22	4	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:			Include					Include					Include					Include		
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	97	1009	163			78	1048	91			141	300	79			256	418	52		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	9	97	0			0	139	32			34	0	0			0	0	0		
Initial Fut:	106	1106	163			78	1187	123			175	300	79			256	418	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:	106	1106	163			78	1187	123			175	300	79			256	418	52		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	106	1106	163			78	1187	123			175	300	79			256	418	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.:	106	1106	163			78	1187	123			175	300	79			256	418	52		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			1.00	1.58	0.42			1.00	2.00	1.00		
Final Sat.:	1700	3600	1800			1700	3600	1800			1700	2847	753			1700	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.31	0.09			0.05	0.33	0.07			0.10	0.11	0.11			0.15	0.12	0.03		
Crit Moves:	****						****					****					****			
Green/Cycle:	0.09	0.48	0.48			0.07	0.47	0.47			0.17	0.15	0.15			0.21	0.19	0.19		
Volume/Cap:	0.70	0.63	0.19			0.63	0.70	0.15			0.60	0.70	0.70			0.70	0.60	0.15		
Delay/Veh:	58.3	20.0	14.7			55.4	22.5	15.2			41.9	44.6	44.6			42.5	38.4	33.8		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	58.3	20.0	14.7			55.4	22.5	15.2			41.9	44.6	44.6			42.5	38.4	33.8		
LOS by Move:	E		B		B	E		C		B	D		D		D	D		D		C
HCM2kAvgQ:	5		14		3	4		16		2	6		7		7	9		7		1

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:09 Page 140-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.9
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:	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:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	66	910	402			49	1223	215			173	830	67			420	794	59		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	129	0	0			71	0	29			28	67	83			0	80	78		
Initial Fut:	195	910	402			120	1223	244			201	897	150			420	874	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:	195	910	402			120	1223	244			201	897	150			420	874	137		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	195	910	402			120	1223	244			201	897	150			420	874	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.:	195	910	402			120	1223	244			201	897	150			420	874	137		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95			0.84	0.95	0.95		
Lanes:	1.00	3.00	1.00			1.00	3.00	1.00			1.00	2.57	0.43			2.00	2.00	1.00		
Final Sat.:	1700	5400	1800			1700	5400	1800			1700	4627	773			3200	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.17	0.22			0.07	0.23	0.14			0.12	0.19	0.19			0.13	0.24	0.08		
Crit Moves:	****						****				****						****			
Green/Cycle:	0.15	0.34	0.34			0.11	0.30	0.30			0.16	0.29	0.29			0.19	0.32	0.32		
Volume/Cap:	0.75	0.49	0.65			0.65	0.75	0.45			0.75	0.68	0.68			0.68	0.75	0.24		
Delay/Veh:	60.4	31.2	35.6			59.0	39.9	34.5			59.7	39.2	39.2			47.9	39.2	30.0		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	60.4	31.2	35.6			59.0	39.9	34.5			59.7	39.2	39.2			47.9	39.2	30.0		
LOS by Move:	E		C		D	E		D		C	E		D		D	D		D		C
HCM2kAvgQ:	9		9		14	6		16		8	10		13		13	10		16		4

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:09 Page 141-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	117	688	8	57	852	236	238	97	100	3	162	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	32	0	183	81	0	0	0	647	58	139	540	129
Initial Fut:	149	688	191	138	852	236	238	744	158	142	702	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:	149	688	191	138	852	236	238	744	158	142	702	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	688	191	138	852	236	238	744	158	142	702	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.:	149	688	191	138	852	236	238	744	158	142	702	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.11	0.04	0.16	0.13	0.07	0.21	0.09	0.04	0.19	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.30	0.30	0.10	0.31	0.31	0.15	0.44	0.44	0.09	0.38	0.38
Volume/Cap:	0.51	0.42	0.35	0.42	0.51	0.42	0.51	0.47	0.20	0.47	0.51	0.23
Delay/Veh:	53.3	33.8	33.2	51.5	34.1	33.3	48.1	24.2	21.0	52.7	28.6	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	33.8	33.2	51.5	34.1	33.3	48.1	24.2	21.0	52.7	28.6	25.2
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	7	6	3	9	7	5	10	4	4	10	4

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	71	26	52	133	13	64	57	638	68	127	665	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	253	0	0	301	0
Initial Fut:	71	26	52	133	13	64	57	891	68	127	966	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:	71	26	52	133	13	64	57	891	68	127	966	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	26	52	133	13	64	57	891	68	127	966	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.:	71	26	52	133	13	64	57	891	68	127	966	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.03	0.08	0.01	0.04	0.03	0.25	0.04	0.07	0.27	0.03
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.06	0.06	0.17	0.11	0.11	0.08	0.53	0.53	0.16	0.61	0.61
Volume/Cap:	0.34	0.12	0.47	0.47	0.07	0.34	0.44	0.47	0.07	0.47	0.44	0.04
Delay/Veh:	41.0	44.6	48.4	38.8	40.4	42.4	46.5	14.8	11.5	39.4	10.3	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	44.6	48.4	38.8	40.4	42.4	46.5	14.8	11.5	39.4	10.3	7.6
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	3	0	2	5	0	2	2	9	1	4	8	1

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:10 Page 143-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Split Phase			Split Phase			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	0	0	1! 0	0	0	1	0	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	6	14	12	295	4	63	65	996	9		32	1145	156	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
APPRVD PROJ:	0	0	0	0	0	0	0	98	0		0	97	0	
Initial Fut:	6	14	12	295	4	63	65	1094	9		32	1242	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:	6	14	12	295	4	63	65	1094	9		32	1242	156	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	6	14	12	295	4	63	65	1094	9		32	1242	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.:	6	14	12	295	4	63	65	1094	9		32	1242	156	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.19	0.44	0.37	0.99	0.01	1.00	1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	337	787	675	1775	25	1800	1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:														
Vol/Sat:	0.02	0.02	0.02	0.17	0.17	0.03	0.04	0.30	0.01		0.02	0.34	0.09	
Crit Moves:		****			****							****		
Green/Cycle:	0.03	0.03	0.03	0.29	0.29	0.29	0.61	0.61	0.61		0.61	0.61	0.61	
Volume/Cap:	0.56	0.56	0.56	0.56	0.56	0.12	0.06	0.50	0.01		0.03	0.56	0.14	
Delay/Veh:	59.6	59.6	59.6	31.2	31.2	25.9	7.8	11.0	7.5		7.7	11.8	8.3	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.6	59.6	59.6	31.2	31.2	25.9	7.8	11.0	7.5		7.7	11.8	8.3	
LOS by Move:	E	E	E	C	C	C	A	B	A		A	B	A	
HCM2kAvgQ:	2	2	2	9	9	1	1	10	0		0	12	2	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			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	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	150	170	95	70	116	70	143	1332	175		109	1633	68	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
APPRVD PROJ:	0	0	0	0	0	0	0	98	0		0	96	0	
Initial Fut:	150	170	95	70	116	70	143	1430	175		109	1729	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:	150	170	95	70	116	70	143	1430	175		109	1729	68	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	150	170	95	70	116	70	143	1430	175		109	1729	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.:	150	170	95	70	116	70	143	1430	175		109	1729	68	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.67	0.33		1.00	2.89	0.11	
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4811	589		1700	5196	204	
Capacity Analysis Module:														
Vol/Sat:	0.09	0.09	0.05	0.04	0.06	0.04	0.08	0.30	0.30		0.06	0.33	0.33	
Crit Moves:		****										****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.75	0.75	0.75		0.75	0.75	0.75	
Volume/Cap:	0.42	0.45	0.25	0.19	0.30	0.18	0.11	0.40	0.40		0.09	0.45	0.45	
Delay/Veh:	34.8	35.1	33.1	32.6	33.6	32.5	3.5	4.6	4.6		3.4	4.8	4.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.8	35.1	33.1	32.6	33.6	32.5	3.5	4.6	4.6		3.4	4.8	4.8	
LOS by Move:	C	D	.C	C	C	C	A	A	A		A	A	A	
HCM2kAvgQ:	5	5	3	2	3	2	1	6	6		1	7	7	

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	30	10	41	10	14	7	5	722	48	39	978	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	332	0	0	224	0
Initial Fut:	30	10	41	10	14	7	5	1054	48	39	1202	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:	30	10	41	10	14	7	5	1054	48	39	1202	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	10	41	10	14	7	5	1054	48	39	1202	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.:	30	10	41	10	14	7	5	1054	48	39	1202	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.42	0.58	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1700	1800	1800	750	1050	1800	1700	3600	1800	1700	3582	18
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.02	0.01	0.01	0.00	0.00	0.29	0.03	0.02	0.34	0.34
Crit Moves:	****										****	
Green/Cycle:	0.05	0.05	0.05	0.05	0.05	0.05	0.91	0.91	0.91	0.91	0.91	0.91
Volume/Cap:	0.37	0.12	0.48	0.29	0.29	0.08	0.00	0.32	0.03	0.03	0.37	0.37
Delay/Veh:	49.0	46.2	50.6	47.8	47.8	45.9	0.4	0.6	0.4	0.4	0.6	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	46.2	50.6	47.8	47.8	45.9	0.4	0.6	0.4	0.4	0.6	0.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	1	1	0	0	2	0	0	3	3

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future 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): 31.1
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	110	265	93	273	311	123	205	924	81	100	882	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	9	0	0	3	0	0	2	0
Initial Fut:	110	269	93	273	320	123	205	927	81	100	884	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	269	93	273	320	123	205	927	81	100	884	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	269	93	273	320	123	205	927	81	100	884	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	269	93	273	320	123	205	927	81	100	884	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2677	923	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.16	0.09	0.07	0.12	0.26	0.05	0.06	0.25	0.12
Crit Moves:		****			****			****			****	
Green/Cycle:	0.16	0.15	0.15	0.24	0.22	0.22	0.18	0.44	0.44	0.10	0.36	0.36
Volume/Cap:	0.40	0.68	0.68	0.68	0.40	0.31	0.68	0.59	0.10	0.59	0.68	0.33
Delay/Veh:	38.6	44.0	44.0	39.6	33.6	33.0	44.8	21.9	16.6	48.4	28.6	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	44.0	44.0	39.6	33.6	33.0	44.8	21.9	16.6	48.4	28.6	23.5
LOS by Move:	D	D	D	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	4	7	7	10	5	3	8	12	2	4	13	5

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.226
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	1 0 1	0	1	1 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module: >> Count Date: 7 May 2005 << 1215-1315												
Base Vol:	21	270	24	43	326	24	13	68	28	80	110	33
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	22	278	25	44	336	25	13	70	29	82	113	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	9	0	0	0	0	0	0	0
Initial Fut:	22	282	25	44	345	25	13	70	29	82	113	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:	22	282	25	44	345	25	13	70	29	82	113	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	282	25	44	345	25	13	70	29	82	113	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.:	22	282	25	44	345	25	13	70	29	82	113	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.14	1.86	1.00	0.23	1.77	1.00	0.16	0.84	1.00	0.42	0.58	1.00
Final Sat.:	256	3344	1800	410	3190	1800	289	1511	1800	758	1042	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.11	0.11	0.01	0.05	0.05	0.02	0.11	0.11	0.02
Crit Moves:					****						****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.18	0.18	0.03	0.23	0.23	0.03	0.10	0.10	0.03	0.23	0.23	0.04
Delay/Veh:	14.9	14.9	13.8	15.3	15.3	13.8	14.1	14.1	13.7	15.2	15.2	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	13.8	15.3	15.3	13.8	14.1	14.1	13.7	15.2	15.2	13.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	0	4	4	0	1	1	0	4	4	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	63	202	96	128	226	81	44	954	29	105	811	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	9	0	0	0	0	0	0	0
Initial Fut:	63	206	96	128	235	81	44	954	29	105	811	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:	63	206	96	128	235	81	44	954	29	105	811	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	206	96	128	235	81	44	954	29	105	811	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.:	63	206	96	128	235	81	44	954	29	105	811	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	2.91	0.09	1.00	2.69	0.31
Final Sat.:	1700	3600	1800	1700	2673	927	1700	5242	158	1700	4846	554
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.05	0.08	0.09	0.09	0.03	0.18	0.18	0.06	0.17	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.14	0.14	0.18	0.23	0.23	0.08	0.45	0.45	0.15	0.52	0.52
Volume/Cap:	0.39	0.41	0.38	0.41	0.39	0.39	0.32	0.41	0.41	0.41	0.32	0.32
Delay/Veh:	44.0	39.8	40.0	36.9	33.0	33.0	44.8	18.9	18.9	39.5	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	39.8	40.0	36.9	33.0	33.0	44.8	18.9	18.9	39.5	14.1	14.1
LOS by Move:	D	D	D	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	3	3	4	5	5	2	7	7	4	6	6

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	58	223	62	66	251	63	62	220	30	60	321	69
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	60	230	64	68	259	65	64	227	31	62	331	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	4	0	0	9	0	0	0	0	0	0	0
Initial Fut:	60	234	64	68	268	65	64	227	31	62	331	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:	60	234	64	68	268	65	64	227	31	62	331	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	234	64	68	268	65	64	227	31	62	331	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.:	60	234	64	68	268	65	64	227	31	62	331	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.57	0.43	1.00	1.61	0.39	1.00	1.76	0.24	1.00	1.65	0.35
Final Sat.:	1700	2827	773	1700	2897	703	1700	3168	432	1700	2963	637
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.04	0.09	0.09	0.04	0.07	0.07	0.04	0.11	0.11
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.08	0.19	0.19	0.09	0.21	0.21	0.07	0.14	0.14	0.07	0.21	0.21
Delay/Veh:	16.6	17.5	17.5	16.7	17.7	17.7	11.7	12.2	12.2	11.7	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	17.5	17.5	16.7	17.7	17.7	11.7	12.2	12.2	11.7	12.7	12.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	3	3	1	3	3	1	2	2	1	3	3

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	34	198	65	36	225	101	94	782	29	61	616	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	6	1	0	7	0	0	138	2	2	157	0
Initial Fut:	35	204	66	36	232	101	94	920	31	63	773	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:	35	204	66	36	232	101	94	920	31	63	773	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	204	66	36	232	101	94	920	31	63	773	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.:	35	204	66	36	232	101	94	920	31	63	773	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.39	0.61	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2507	1093	1700	5400	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.02	0.09	0.09	0.06	0.17	0.02	0.04	0.21	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.03	0.18	0.18	0.07	0.22	0.22	0.13	0.53	0.53	0.12	0.52	0.52
Volume/Cap:	0.41	0.31	0.20	0.31	0.41	0.41	0.41	0.32	0.03	0.32	0.41	0.05
Delay/Veh:	51.2	35.8	35.1	45.9	33.6	33.6	41.0	13.1	11.0	41.5	15.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	35.8	35.1	45.9	33.6	33.6	41.0	13.1	11.0	41.5	15.0	12.0
LOS by Move:	D	D	D	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	1	3	2	2	5	5	3	6	0	2	8	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.149
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 0.4
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0 0	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	496	8	0	386	0	0	0	0	1	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	0	0	12	0	0	0	0	0	0	0
Initial Fut:	0	502	8	0	398	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	502	8	0	398	0	0	0	0	1	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	502	8	0	398	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	502	8	0	398	0	0	0	0	1	0	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****								****		
Green/Cycle:	0.00	0.94	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.15	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.14
Delay/Veh:	0.0	0.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0	59.4	0.0	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.2	0.0	0.2	0.0	0.0	0.0	0.0	59.4	0.0	58.3
LOS by Move:	A	A	A	A	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	1	0	0	1	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	12	403	42	28	310	54	86	79	10	31	74	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	0	0	12	0	0	911	0	0	808	0
Initial Fut:	12	409	42	28	322	54	86	990	10	31	882	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:	12	409	42	28	322	54	86	990	10	31	882	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	409	42	28	322	54	86	990	10	31	882	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.:	12	409	42	28	322	54	86	990	10	31	882	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3087	513	3200	1800	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.02	0.02	0.10	0.10	0.03	0.55	0.01	0.02	0.25	0.01
Crit Moves:		****						****			****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.08	0.74	0.74	0.02	0.69	0.69
Volume/Cap:	0.05	0.74	0.15	0.11	0.68	0.68	0.35	0.74	0.01	0.74	0.35	0.02
Delay/Veh:	36.2	45.8	37.0	36.6	43.5	43.5	44.8	9.6	3.3	99.8	6.4	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	45.8	37.0	36.6	43.5	43.5	44.8	9.6	3.3	99.8	6.4	4.8
LOS by Move:	D	D	D	D	D	D	D	A	A	F	A	A
HCM2kAvgQ:	0	8	1	1	7	7	2	19	0	2	6	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.097
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	5.6
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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	11	277	4	7	225	14	21	3	8	14	4	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	3	0	0	6	6	3	0	1	0	0	0
Initial Fut:	12	280	4	7	231	20	24	3	9	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:	12	280	4	7	231	20	24	3	9	14	4	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	280	4	7	231	20	24	3	9	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.:	12	280	4	7	231	20	24	3	9	14	4	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.88	0.12	1.00	0.78	0.22	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1592	208	1800	1400	400	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.00	0.00	0.06	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****						****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.01	0.10	0.00	0.01	0.08	0.01	0.10	0.10	0.03	0.07	0.07	0.03
Delay/Veh:	1.9	2.0	1.9	1.9	2.0	1.9	36.5	36.5	36.0	36.3	36.3	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.9	2.0	1.9	1.9	2.0	1.9	36.5	36.5	36.0	36.3	36.3	36.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	1	0	0	1	0	1	1	0	1	1	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	3.4
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2 0	1	0	2 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	31	0	69	0	0	0	0	402	28	28	370	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	706	0	0	516	0
Initial Fut:	31	0	69	0	0	0	0	1108	28	28	886	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	69	0	0	0	0	1108	28	28	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	69	0	0	0	0	1108	28	28	886	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	69	0	0	0	0	1108	28	28	886	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.04	0.00	0.00	0.00	0.00	0.31	0.02	0.02	0.25	0.00
Crit Moves:			****					****				
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.85	0.85	0.85	0.85	0.00
Volume/Cap:	0.17	0.00	0.36	0.00	0.00	0.00	0.00	0.36	0.02	0.02	0.29	0.00
Delay/Veh:	41.1	0.0	42.7	0.0	0.0	0.0	0.0	1.6	1.1	1.1	1.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	0.0	42.7	0.0	0.0	0.0	0.0	1.6	1.1	1.1	1.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	4	0	0	3	0

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #154 Victor St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	2.1
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module: >> Count Date: 2 Apr 2005 << 1245-1345												
Base Vol:	0	0	0	44	0	22	32	779	0	0	1013	65
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	0	0	0	45	0	23	33	803	0	0	1044	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	255	0	0	305	0
Initial Fut:	0	0	0	45	0	23	33	1058	0	0	1349	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:	0	0	0	45	0	23	33	1058	0	0	1349	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	45	0	23	33	1058	0	0	1349	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.:	0	0	0	45	0	23	33	1058	0	0	1349	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.02	0.29	0.00	0.00	0.37	0.04
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.06	0.00	0.06	0.90	0.90	0.00	0.00	0.90	0.90
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.20	0.02	0.33	0.00	0.00	0.42	0.04
Delay/Veh:	0.0	0.0	0.0	47.6	0.0	45.2	0.6	0.8	0.0	0.0	0.9	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.6	0.0	45.2	0.6	0.8	0.0	0.0	0.9	0.6
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	3	0	0	4	0

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:11 Page 156-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.0
Optimal Cycle:	24	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	45	334	121	151	364	59	91	510	36	126	582	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	14	14	0	0	0	161	0	10	206	9
Initial Fut:	45	334	135	165	364	59	91	671	36	136	788	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:	45	334	135	165	364	59	91	671	36	136	788	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	334	135	165	364	59	91	671	36	136	788	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.:	45	334	135	165	364	59	91	671	36	136	788	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.07	0.10	0.20	0.03	0.05	0.12	0.02	0.04	0.15	0.07
Crit Moves:					****		****				****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.12	0.35	0.35	0.12	0.34	0.34
Volume/Cap:	0.06	0.39	0.16	0.21	0.43	0.07	0.43	0.36	0.06	0.36	0.43	0.20
Delay/Veh:	14.3	17.3	15.1	15.5	17.7	14.4	41.8	24.4	21.7	41.1	25.5	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	17.3	15.1	15.5	17.7	14.4	41.8	24.4	21.7	41.1	25.5	23.4
LOS by Move:	B	B	B	B	B	B	D	C	C	D	C	C
HCM2kAvgQ:	1	7	2	3	8	1	3	5	1	3	7	3

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.6
Optimal Cycle:	49	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	112	728	280	269	746	75	177	1034	80	287	965	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	12	0	0	11	0	0	0	0	0	0	0
Initial Fut:	112	740	280	269	757	75	177	1034	80	287	965	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:	112	740	280	269	757	75	177	1034	80	287	965	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	740	280	269	757	75	177	1034	80	287	965	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.:	112	740	280	269	757	75	177	1034	80	287	965	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.51	0.49
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5400	1800	1700	4518	882
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.16	0.08	0.21	0.04	0.10	0.19	0.04	0.17	0.21	0.21
Crit Moves:		****			****			****			****	
Green/Cycle:	0.10	0.30	0.30	0.12	0.32	0.32	0.17	0.27	0.27	0.24	0.35	0.35
Volume/Cap:	0.66	0.70	0.53	0.70	0.66	0.13	0.61	0.70	0.16	0.70	0.61	0.61
Delay/Veh:	61.7	39.6	36.3	56.2	37.0	29.4	50.1	40.5	33.2	46.6	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	39.6	36.3	56.2	37.0	29.4	50.1	40.5	33.2	46.6	33.1	33.1
LOS by Move:	E	D	D	E	D	C	D	D	C	D	C	C
HCM2kAvgQ:	6	14	9	7	13	2	8	13	2	12	13	13

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #157 Western Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.277
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.7
Optimal Cycle:	16	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module: >> Count Date: 2 Apr 2005 << 1230-1330												
Base Vol:	101	679	76	81	488	114	99	169	69	78	192	83
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	104	700	78	83	503	117	102	174	71	80	198	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	12	0	0	11	0	0	0	0	0	0	0
Initial Fut:	104	712	78	83	514	117	102	174	71	80	198	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:	104	712	78	83	514	117	102	174	71	80	198	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	712	78	83	514	117	102	174	71	80	198	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.:	104	712	78	83	514	117	102	174	71	80	198	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2556	1044	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.04	0.05	0.14	0.07	0.06	0.07	0.07	0.05	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.71	0.71	0.71	0.71	0.71	0.71	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.09	0.28	0.06	0.07	0.20	0.09	0.24	0.28	0.28	0.19	0.22	0.19
Delay/Veh:	4.4	5.2	4.3	4.3	4.8	4.4	30.5	30.7	30.7	30.1	30.2	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.4	5.2	4.3	4.3	4.8	4.4	30.5	30.7	30.7	30.1	30.2	30.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	4	1	1	3	1	3	3	3	2	3	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.6
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:		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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	115	679	54		70	567	284		211	305	244		52	424	101	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	12	0		0	11	0		0	66	0		0	77	0	
Initial Fut:	115	691	54		70	578	284		211	371	244		52	501	101	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	691	54		70	578	284		211	371	244		52	501	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	691	54		70	578	284		211	371	244		52	501	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	691	54		70	578	284		211	371	244		52	501	101	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	2.00	3.00	1.00		2.00	2.01	0.99		2.00	3.00	1.00		2.00	2.50	0.50	
Final Sat.:	3200	5400	1800		3200	3619	1781		3200	5400	1800		3200	4495	905	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.03		0.02	0.16	0.16		0.07	0.07	0.14		0.02	0.11	0.11	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.09	0.42	0.48		0.07	0.40	0.40		0.17	0.38	0.47		0.06	0.28	0.28	
Volume/Cap:	0.40	0.31	0.06		0.31	0.40	0.40		0.40	0.18	0.29		0.26	0.40	0.40	
Delay/Veh:	52.4	23.4	16.8		53.6	25.9	25.9		45.3	24.6	19.5		54.4	35.3	35.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.4	23.4	16.8		53.6	25.9	25.9		45.3	24.6	19.5		54.4	35.3	35.3	
LOS by Move:	D	C	B		D	C	C		D	C	B		D	D	D	
HCM2kAvgQ:	3	6	1		2	8	8		4	3	6		1	6	6	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:12 Page 160-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Permitted				Permitted			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 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:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	40	917	4		14	1215	101		89	2	36		12	0	19	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	76	12	0		0	12	0		0	0	69		0	0	0	
Initial Fut:	116	929	4		14	1227	101		89	2	105		12	0	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:	116	929	4		14	1227	101		89	2	105		12	0	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	929	4		14	1227	101		89	2	105		12	0	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.:	116	929	4		14	1227	101		89	2	105		12	0	19	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		0.98	0.02	1.00		1.00	1.00	1.00	
Final Sat.:	1700	5400	1800		1700	5400	1800		1759	41	1800		1700	1800	1800	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.17	0.00		0.01	0.23	0.06		0.05	0.05	0.06		0.01	0.00	0.01	
Crit Moves:	****					****					****					
Green/Cycle:	0.18	0.75	0.75		0.04	0.60	0.60		0.16	0.16	0.16		0.16	0.00	0.16	
Volume/Cap:	0.38	0.23	0.00		0.23	0.38	0.09		0.32	0.32	0.38		0.05	0.00	0.07	
Delay/Veh:	36.7	3.9	3.2		48.7	10.2	8.4		38.3	38.3	38.8		36.0	0.0	36.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.7	3.9	3.2		48.7	10.2	8.4		38.3	38.3	38.8		36.0	0.0	36.2	
LOS by Move:	D	A	A		D	B	A		D	D	D		D	A	D	
HCM2kAvgQ:	4	3	0		1	7	1		3	3	3		0	0	1	

Note: Queue reported is the number of cars per lane.

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EXWP-MID WKEND Mon Nov 20, 2006 14:14:12 Page 161-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.582
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	286.9
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			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	44	818	19	39	1111	128	102	37	57	24	37	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	37	0	0	28	0	0	1028	0	0	1064	0
Initial Fut:	44	855	19	39	1139	128	102	1065	57	24	1101	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:	44	855	19	39	1139	128	102	1065	57	24	1101	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	855	19	39	1139	128	102	1065	57	24	1101	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.:	44	855	19	39	1139	128	102	1065	57	24	1101	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.70	0.30	1.00	1.00	1.00	0.02	0.93	0.05
Final Sat.:	1700	3600	1800	1700	4855	545	1700	1800	1800	36	1673	91
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.01	0.02	0.23	0.23	0.06	0.59	0.03	0.66	0.66	0.66
Crit Moves:		****						****				****
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.37	0.37	0.37	0.42	0.42	0.42
Volume/Cap:	0.17	1.58	0.07	0.15	1.56	1.56	0.16	1.58	0.08	1.58	1.58	1.58
Delay/Veh:	37.4	313	36.6	37.2	302	301.6	20.9	300	20.3	297.6	298	297.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	313	36.6	37.2	302	301.6	20.9	300	20.3	297.6	298	297.6
LOS by Move:	D	F	D	D	F	F	C	F	C	F	F	F
HCM2kAvgQ:	1	36	1	1	35	35	2	86	1	95	95	95

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	25.7
Optimal Cycle:	22	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	113	741	109	102	839	106	96	638	63	114	691	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	37	0	0	28	0	0	332	0	0	224	0
Initial Fut:	113	778	109	102	867	106	96	970	63	114	915	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:	113	778	109	102	867	106	96	970	63	114	915	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	778	109	102	867	106	96	970	63	114	915	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.:	113	778	109	102	867	106	96	970	63	114	915	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.06	0.06	0.16	0.06	0.06	0.18	0.03	0.07	0.17	0.03
Crit Moves:		****						****			****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.58	0.13	0.38	0.38	0.14	0.39	0.39
Volume/Cap:	0.15	0.48	0.13	0.13	0.36	0.10	0.44	0.48	0.09	0.48	0.44	0.08
Delay/Veh:	19.5	23.3	19.3	19.3	21.6	11.3	49.7	28.7	24.3	49.0	27.3	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	23.3	19.3	19.3	21.6	11.3	49.7	28.7	24.3	49.0	27.3	23.3
LOS by Move:	B	C	B	B	C	B	D	C	C	D	C	C
HCM2kAvgQ:	3	10	2	2	7	2	4	10	2	5	9	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	63	946	26	30	1048	29	98	47	55	22	41	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	37	0	0	28	0	0	0	0	0	0	0
Initial Fut:	63	983	26	30	1076	29	98	47	55	22	41	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:	63	983	26	30	1076	29	98	47	55	22	41	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	983	26	30	1076	29	98	47	55	22	41	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.:	63	983	26	30	1076	29	98	47	55	22	41	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	0.67	0.33	1.00	0.24	0.47	0.29
Final Sat.:	1700	3600	1800	1700	5259	141	1213	587	1800	440	837	523
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.01	0.02	0.20	0.20	0.08	0.08	0.03	0.05	0.05	0.05
Crit Moves:		****						****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.05	0.37	0.02	0.02	0.28	0.28	0.37	0.37	0.14	0.22	0.22	0.22
Delay/Veh:	3.5	4.7	3.4	3.4	4.3	4.3	33.8	33.8	31.6	32.4	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	4.7	3.4	3.4	4.3	4.3	33.8	33.8	31.6	32.4	32.4	32.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	0	0	4	4	4	4	1	2	2	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	152	752	169	117	784	160	99	1050	157	82	888	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	37	0	0	28	2	3	142	1	0	162	0
Initial Fut:	152	789	169	117	812	162	102	1192	158	82	1050	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:	152	789	169	117	812	162	102	1192	158	82	1050	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	789	169	117	812	162	102	1192	158	82	1050	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.:	152	789	169	117	812	162	102	1192	158	82	1050	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.09	0.07	0.23	0.09	0.06	0.33	0.09	0.05	0.29	0.05
Crit Moves:					****			****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.23	0.56	0.24	0.18	0.58	0.23	0.10	0.58	0.15	0.08	0.51	0.09
Delay/Veh:	24.6	28.9	24.7	24.0	29.3	24.6	11.6	16.6	11.9	11.4	15.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	28.9	24.7	24.0	29.3	24.6	11.6	16.6	11.9	11.4	15.5	11.5
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	4	12	4	3	13	4	2	15	3	1	12	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.403
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	69	1042	22	25	940	35	41	39	76	27	28	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	37	0	0	28	0	0	0	0	0	0	0
Initial Fut:	69	1079	22	25	968	35	41	39	76	27	28	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:	69	1079	22	25	968	35	41	39	76	27	28	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1079	22	25	968	35	41	39	76	27	28	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.:	69	1079	22	25	968	35	41	39	76	27	28	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.26	0.25	0.49	0.41	0.42	0.17
Final Sat.:	1700	3600	1800	1700	3600	1800	474	450	876	731	759	309
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.01	0.01	0.27	0.02	0.09	0.09	0.09	0.04	0.04	0.04
Crit Moves:		****						****				
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.05	0.40	0.02	0.02	0.36	0.03	0.40	0.40	0.40	0.17	0.17	0.17
Delay/Veh:	3.4	4.8	3.3	3.3	4.6	3.4	34.3	34.3	34.3	32.1	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	4.8	3.3	3.3	4.6	3.4	34.3	34.3	34.3	32.1	32.1	32.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	0	0	6	0	5	5	5	2	2	2

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.3
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	143	1118	123	65	1076	16	50	348	174	209	412	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	37	0	0	28	0	0	0	0	0	0	0
Initial Fut:	143	1155	123	65	1104	16	50	348	174	209	412	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:	143	1155	123	65	1104	16	50	348	174	209	412	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1155	123	65	1104	16	50	348	174	209	412	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.:	143	1155	123	65	1104	16	50	348	174	209	412	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.07	0.04	0.31	0.01	0.03	0.10	0.10	0.12	0.11	0.02
Crit Moves:		****									****	
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.12	0.46	0.10	0.06	0.44	0.01	0.11	0.36	0.36	0.46	0.43	0.09
Delay/Veh:	5.2	7.0	5.1	4.9	6.9	4.7	27.9	30.0	30.3	31.5	30.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	7.0	5.1	4.9	6.9	4.7	27.9	30.0	30.3	31.5	30.7	27.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	8	1	1	8	0	1	5	5	6	6	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #166 Western Ave/Plaza Del Amo

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: F[242.0]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Lanes:	1	0	2	0	1		1	0	2	0	1		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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	6	1251		18			33	1538		3			2		0		0		5		0		70	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	0	37		0			0	28		0			0		0		0		0		0		0	
Initial Fut:	6	1288		18			33	1566		3			2		0		0		5		0		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:	6	1288		18			33	1566		3			2		0		0		5		0		70	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	6	1288		18			33	1566		3			2		0		0		5		0		70	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx	xxxxx				7.5	xxxx			6.9	
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx	xxxxx				3.5	xxxx			3.3	
Capacity Module:																								
Cnflict Vol:	1569	xxxx	xxxxx				1305	xxxx	xxxxx				2288	xxxx	xxxxx				2149	xxxx			644	
Potent Cap.:	426	xxxx	xxxxx				537	xxxx	xxxxx				22	xxxx	xxxxx				28	xxxx			420	
Move Cap.:	426	xxxx	xxxxx				537	xxxx	xxxxx				17	xxxx	xxxxx				26	xxxx			420	
Volume/Cap:	0.01	xxxx	xxxx				0.06	xxxx	xxxx				0.12	xxxx	xxxx				0.20	xxxx			0.17	
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx				0.2	xxxx	xxxxx				0.3	xxxx	xxxxx				xxxx	xxxx	xxxxx			
Control Del:	13.6	xxxx	xxxxx				12.1	xxxx	xxxxx				242.0	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*				B	*	*				F	*	*				*	*	*			
Movement:	LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				xxxx	207	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	1.6	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				xxxxx	31.9	xxxxx			
Shared LOS:	*	*	*				*	*	*				*	*	*				*	D	*			
ApproachDel:	xxxxxx						xxxxxx						242.0						31.9					
ApproachLOS:	*						*						F						D					

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
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:	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:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	253	598		190			169	615		205			170	1150		131			293	895		138		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	4	35		0			0	32		9			9	80		4			0	53		0		
Initial Fut:	257	633		190			169	647		214			179	1230		135			293	948		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:	257	633		190			169	647		214			179	1230		135			293	948		138		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	257	633		190			169	647		214			179	1230		135			293	948		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.:	257	633		190			169	647		214			179	1230		135			293	948		138		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	2.31		0.69			1.00	2.25		0.75			1.00	2.70		0.30			1.00	2.62		0.38		
Final Sat.:	1700	4155		1245			1700	4058		1342			1700	4866		534			1700	4714		686		
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.15		0.15			0.10	0.16		0.16			0.11	0.25		0.25			0.17	0.20		0.20		
Crit Moves:	****							****						****						****				
Green/Cycle:	0.19	0.24		0.24			0.16	0.20		0.20			0.19	0.32		0.32			0.22	0.35		0.35		
Volume/Cap:	0.79	0.64		0.64			0.64	0.79		0.79			0.57	0.79		0.79			0.79	0.57		0.57		
Delay/Veh:	58.2	42.1		42.1			52.6	49.3		49.3			47.0	39.6		39.6			55.0	31.8		31.8		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	58.2	42.1		42.1			52.6	49.3		49.3			47.0	39.6		39.6			55.0	31.8		31.8		
LOS by Move:	E	D		D			D	D		D			D	D		D			E	C		C		
HCM2kAvgQ:	12	10		10			7	12		12			7	18		18			13	12		12		

Note: Queue reported is the number of cars per lane.

EXWP-MID WKEND Mon Nov 20, 2006 14:14:13 Page 169-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #168 Western Ave/235th St

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: D[30.5]

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Uncontrolled						Uncontrolled						Stop Sign						Stop Sign					
Rights:			Include						Include						Include						Include			
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 14 May 2005 << 1230-1330																								
Base Vol:	69	907		6			27	845		35			23		0		80		3		0		29	
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	71	934		6			28	871		36			24		0		82		3		0		30	
Added Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
APPRVD PROJ:	0	33		0			0	33		0			0		0		0		0		0		0	
Initial Fut:	71	967		6			28	904		36			24		0		82		3		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:	71	967		6			28	904		36			24		0		82		3		0		30	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Final Vol.:	71	967		6			28	904		36			24		0		82		3		0		30	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx				7.5	xxxx		6.9			7.5	xxxx		6.9		
FollowUpTim:	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx				3.5	xxxx		3.3			3.5	xxxx		3.3		
Capacity Module:																								
Cnflict Vol:	940	xxxx	xxxxx				974	xxxx	xxxxx				1585	xxxx		452			1617	xxxx		484		
Potent Cap.:	738	xxxx	xxxxx				716	xxxx	xxxxx				74	xxxx		560			70	xxxx		534		
Move Cap.:	738	xxxx	xxxxx				716	xxxx	xxxxx				63	xxxx		560			54	xxxx		534		
Volume/Cap:	0.10	xxxx	xxxx				0.04	xxxx	xxxx				0.38	xxxx		0.15			0.06	xxxx		0.06		
Level Of Service Module:																								
2Way95thQ:	0.3	xxxx	xxxxx				0.1	xxxx	xxxxx				xxxx	xxxx		0.5			xxxx	xxxx		0.2		
Control Del:	10.4	xxxx	xxxxx				10.2	xxxx	xxxxx				xxxxx	xxxx		12.5			xxxxx	xxxx		12.1		
LOS by Move:	B	*		*			B	*		*			*	*		B			*	*		B		
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx				63	xxxx	xxxxx				54	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				1.4	xxxx	xxxxx				0.2	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx				93.2	xxxx	xxxxx				75.8	xxxx	xxxxx			
Shared LOS:	*	*		*			*	*		*			F	*		*			F	*		*		
ApproachDel:	xxxxxx						xxxxxx						30.5						18.1					
ApproachLOS:	*						*						D						C					

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:			Include						Include						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330																								
Base Vol:	72		10		63		33		5		23		23	898		59			34	987		17		
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	74		10		65		34		5		24		24	925		61			35	1017		18		
Added Vol:	0		0		0		0		0		0		0	0		0			0	0		0		
APPRVD PROJ:	0		0		0		0		0		0		0	3		0			0	2		0		
Initial Fut:	74		10		65		34		5		24		24	928		61			35	1019		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:	74		10		65		34		5		24		24	928		61			35	1019		18		
Reduct Vol:	0		0		0		0		0		0		0	0		0			0	0		0		
Reduced Vol:	74		10		65		34		5		24		24	928		61			35	1019		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.:	74		10		65		34		5		24		24	928		61			35	1019		18		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.88	0.12		1.00			0.87	0.13		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	1580		220		1800		1563		237		1800		1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.05		0.04			0.02	0.02		0.01			0.01	0.26		0.03			0.02	0.28		0.01		
Crit Moves:		****																		****				
Green/Cycle:	0.14	0.14		0.14			0.14	0.14		0.14			0.82	0.82		0.82			0.82	0.82		0.82		
Volume/Cap:	0.34	0.34		0.26			0.16	0.16		0.10			0.02	0.31		0.04			0.03	0.34		0.01		
Delay/Veh:	40.0	40.0		39.2			38.4	38.4		37.9			1.6	2.2		1.6			1.6	2.2		1.6		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	40.0	40.0		39.2			38.4	38.4		37.9			1.6	2.2		1.6			1.6	2.2		1.6		
LOS by Move:	D		D		D		D		D		D		A	A		A			A	A		A		
HCM2kAvgQ:	3		3		2		1		1		1		0	4		0			0	4		0		

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	86	87	62	78	88	54	43	889	39	88	1048	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	87	62	78	88	54	43	889	39	88	1048	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:	86	87	62	78	88	54	43	889	39	88	1048	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	87	62	78	88	54	43	889	39	88	1048	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.:	86	87	62	78	88	54	43	889	39	88	1048	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.50	0.50	1.00	0.47	0.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	895	905	1800	850	950	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.09	0.09	0.03	0.03	0.25	0.02	0.05	0.29	0.05
Crit Moves:		****					****				****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.06	0.60	0.60	0.12	0.66	0.66
Volume/Cap:	0.44	0.44	0.16	0.42	0.42	0.14	0.44	0.41	0.04	0.41	0.44	0.07
Delay/Veh:	34.6	34.6	31.8	34.4	34.4	31.7	48.6	10.9	8.3	41.7	8.1	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	34.6	31.8	34.4	34.4	31.7	48.6	10.9	8.3	41.7	8.1	5.9
LOS by Move:	C	C	C	C	C	C	D	B	A	D	A	A
HCM2kAvgQ:	5	5	2	5	5	1	2	8	1	3	8	1

Note: Queue reported is the number of cars per lane.

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 16 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1!	0	0	1 0	0 1	1	0 1	0 1	1	0 1	1 0
Volume Module: >> Count Date: 2 Apr 2005 << 1215-1315												
Base Vol:	30	102	83	52	73	73	61	422	31	97	552	53
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	31	105	86	54	75	75	63	435	32	100	569	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	105	86	54	75	75	63	435	32	100	569	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:	31	105	86	54	75	75	63	435	32	100	569	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	105	86	54	75	75	63	435	32	100	569	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.:	31	105	86	54	75	75	63	435	32	100	569	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.14	0.47	0.39	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.82	0.18
Final Sat.:	251	854	695	1700	1800	1800	1700	3354	246	1700	3285	315
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.04	0.04	0.04	0.13	0.13	0.06	0.17	0.17
Crit Moves:		****									****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.31	0.31	0.31	0.08	0.10	0.10	0.07	0.23	0.23	0.10	0.31	0.31
Delay/Veh:	20.9	20.9	20.9	18.7	18.9	18.9	10.0	11.1	11.1	10.3	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	20.9	18.7	18.9	18.9	10.0	11.1	11.1	10.3	11.7	11.7
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	5	5	5	1	2	2	1	4	4	2	5	5

Note: Queue reported is the number of cars per lane.