APPENDIX D
FORECAST NEAR-TERM CONDITIONS
ICU LOS ANALYSIS SHEETS

Weekday AM Peak Hour

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

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.40	0.60	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	1600	641	959	1600	1600	1600	1600	3200	1600	1600	3143	57
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.01	0.03	0.32	0.03	0.02	0.36	0.36
Crit Moves:	****				****		****				****	

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

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	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	1600	1600	4800	0	0	4686	114
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.25	0.00	0.00	0.36	0.36
Crit Moves:						****	****				****	

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

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module: >> Count Date: 5 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.04	0.00	0.00	0.00	0.00	0.41	0.07	0.03	0.34	0.00
Crit Moves:	****							****		****		

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

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	1.96	0.04	1.00	1.00	2.99	0.01	1.00	2.89	0.11
Final Sat.:	1103	497	1600	3133	67	1600	1600	4784	16	1600	4623	177
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.01	0.38	0.38	0.00	0.58	0.58
Crit Moves:		****			****		****				****	

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

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.70	0.32	0.98	1.00	3.00	1.00	1.00	2.84	0.16
Final Sat.:	1600	1600	1600	1116	518	1566	1600	4800	1600	1600	4539	261
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.04	0.06	0.06	0.03	0.28	0.01	0.03	0.29	0.29
Crit Moves:			****	****			****				****	

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

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	1.00	0.68	0.07	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	704	896	1600	1085	121	395	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.09	0.09	0.01	0.25	0.00	0.02	0.22	0.02
Crit Moves:	****				****			****			****	

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

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

Intersection #7 Anza Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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 << 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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.37	0.01	1.62	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2193	0	2607	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.29	0.27	0.31	0.26	0.00
OvlAdjV/S :			0.00									
Crit Moves:	****							****		****		

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

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

Intersection #8 Anza Ave/Halison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module: >> Count Date: 12 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.67	0.33	1.00	0.32	0.68	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1070	530	1600	516	1084	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.02	0.02	0.26	0.03	0.07	0.10	0.07	0.01	0.04	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	1.00	1.79	0.21
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4551	249	1600	2859	341
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.11	0.14	0.22	0.11	0.14	0.42	0.42	0.07	0.28	0.28
Crit Moves:		****		****				****		****		

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

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.45	1.00	0.45	0.55	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	877	723	1600	725	875	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.05	0.05	0.24	0.04	0.03	0.06	0.01	0.02	0.04	0.06
Crit Moves:		****		****			****					****

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

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.43	0.57	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	859	741	1600	680	920	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.05	0.03	0.27	0.05	0.03	0.06	0.02	0.03	0.08	0.04
Crit Moves:		****			****			****			****	

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

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4238	562	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.14	0.09	0.24	0.06	0.13	0.27	0.27	0.08	0.23	0.07
Crit Moves:	****				****		****				****	

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

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	0.56	0.44	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	718	882	1600	898	702	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.03	0.04	0.27	0.03	0.03	0.06	0.02	0.03	0.05	0.04
Crit Moves:		****		****				****		****		

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

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

Intersection #14 Anza Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.22	0.14	0.23	0.01	0.02	0.14	0.05	0.06	0.09	0.14
Crit Moves:		****		****				****		****		

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.046
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2596	604	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.22	0.17	0.21	0.04	0.15	0.36	0.36	0.15	0.22	0.11
Crit Moves:		****		****				****		****		

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

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

Intersection #16 Anza Ave/226th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.469
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.82	0.18	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	929	671	1600	1318	282	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.01	0.02	0.30	0.01	0.02	0.04	0.05	0.02	0.02	0.02
Crit Moves:		****		****					****	****		

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

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.75	0.00	1.25
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2804	0	1996
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.30	0.29	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:			****	****						****		

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

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.94	0.06	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	3108	92	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.00	0.14	0.34	0.27	0.27	0.10	0.00	0.04	0.01
Crit Moves:	****					****		****			****	

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

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.10	0.90	2.00	1.00	1.00	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1600	1764	1436	3200	1600	1600	1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.13	0.10	0.10	0.09	0.07	0.14	0.06	0.36	0.02				0.05	0.39	0.07			
Crit Moves:	****					****	****							****				

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

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:		Include			Include			Include						Include				
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.46	0.54	1.00	0.29	0.71	1.00	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	736	864	1600	468	1132	1600	1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.13	0.01	0.02	0.05	0.04	0.07	0.51	0.02				0.02	0.49	0.01			
Crit Moves:		****		****			****							****				

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

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.48	0.52	1.00	0.26	0.74	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	767	833	1600	414	1186	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.05	0.02	0.09	0.03	0.03	0.42	0.03	0.04	0.42	0.02
Crit Moves:		****		****				****		****		

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

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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
OvlAdjVol:			0			73						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.95	0.05
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4403	397	1600	4714	86
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.10	0.03	0.23	0.12	0.07	0.32	0.32	0.13	0.40	0.40
OvlAdjV/S :			0.00			0.05						
Crit Moves:	****				****		****				****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1760	1500	1583	1583		1500	1583		1744	1500	1583
Flt Permitted		0.98	1.00	0.72	1.00		1.00	0.44		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 - ICU METHODOLOGY
AM WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.56	0.44	1.00	0.67	0.33	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	889	711	1600	1067	533	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.01	0.03	0.39	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.56	1.00	0.15	0.85	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	709	891	1600	242	1358	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.01	0.02	0.35	0.06	0.06	0.14	0.05	0.04	0.25	0.06
Crit Moves:		****		****			****				****	

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

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.03	0.05	0.01	0.03	0.33	0.02	0.02	0.31	0.05
Crit Moves:	****				****			****		****		

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

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4669	131	1600	4586	214
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.07	0.06	0.15	0.08	0.07	0.30	0.30	0.06	0.39	0.39
Crit Moves:		****		****			****				****	

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

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3079	121	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.05	0.02	0.11	0.06	0.12	0.54	0.54	0.05	0.40	0.05
Crit Moves:		****		****				****		****		

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

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2585	615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.09	0.06	0.11	0.06	0.10	0.25	0.01	0.12	0.33	0.33
OvlAdjV/S :						0.00						
Crit Moves:		****		****				****			****	

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

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1	0	1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1318	0	282	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.06	0.00	0.26	0.00	0.00	0.15	0.03
Crit Moves:	****					****		****		****		

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

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0 0	1	0	1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	1.00	0.62	0.38	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	472	1128	1600	998	602	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.01	0.04	0.07	0.04	0.05	0.28	0.01	0.01	0.37	0.06
Crit Moves:		****		****			****				****	

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

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	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:	1600		1600		1600		1600		1600		1600		1600	1600		1600		1600	1600			1600		
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00			1.00		
Lanes:	0.92		0.08		1.00		0.73		0.27		1.00		1.00	2.00		1.00		1.00	2.00			1.00		
Final Sat.:	1472		128		1600		1164		436		1600		1600	3200		1600		1600	3200			1600		
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.02		0.02		0.02		0.03		0.01		0.00	0.52		0.01		0.01	0.48			0.01		
Crit Moves:			****				****							****				****						

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

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.59		0.41	
Final Sat.:	1600		3200		1600		1600		3200		1600		1600		3200		1600		1600		4141		659	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.42		0.09		0.10		0.34		0.14		0.11		0.20		0.05		0.12		0.20		0.20	
Crit Moves:			****				****								****				****					

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.41	0.41	0.18	0.73	0.27	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	652	664	284	1168	432	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.05	0.03	0.36	0.03	0.04	0.09	0.09	0.09	0.12	0.07
Crit Moves:		****		****				****		****		

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

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.995
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4568	232	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.17	0.11	0.30	0.30	0.07	0.28	0.07	0.10	0.30	0.09
Crit Moves:		****		****				****		****		

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

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.035
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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
OvlAdjVol:					45															
Saturation Flow Module:																				
Sat/Lane:	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00		2.00		1.00	1.00		2.00		1.00	1.00		1.32		0.68	1.37		1.13		0.50
Final Sat.:	1600		3200		1600	1600		3200		1600	1600		2113		1087	2189		1812		799
Capacity Analysis Module:																				
Vol/Sat:	0.03		0.39		0.37	0.01		0.43		0.13	0.12		0.17		0.17	0.34		0.34		0.34
OvlAdjV/S :					0.03															
Crit Moves:	****							****					****			****				

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.090
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Ovl					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	2	1	0	2	0	2	0	1
Volume Module: >> Count Date: 5 Apr 2005 << 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
OvlAdjVol:					194					186										
Saturation Flow Module:																				
Sat/Lane:	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600		1600
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00		3.00		1.00	1.00		3.00		1.00	2.00		2.75		0.25	2.00		2.00		1.00
Final Sat.:	1600		4800		1600	1600		4800		1600	3200		4407		393	3200		3200		1600
Capacity Analysis Module:																				
Vol/Sat:	0.12		0.37		0.20	0.08		0.47		0.25	0.14		0.29		0.29	0.08		0.28		0.04
OvlAdjV/S :					0.12					0.12										
Crit Moves:	****							****					****							

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.171
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 1	1	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 0715-0815												
Base Vol:	1	1669	456	83	1682	3	4	0	7	223	0	63
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.39	0.61	1.00	2.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3827	973	1600	4792	8	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.05	0.38	0.38	0.00	0.32	0.00	0.14	0.23	0.04
Crit Moves:		****		****				****			****	

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

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830												
Base Vol:	0	2021	84	115	1911	0	0	0	0	21	0	17
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	4619	181	1600	4800	0	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.07	0.43	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		

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

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.27	0.73	1.92	0.08	1.00	0.63	0.37	1.00
Final Sat.:	1600	4800	1600	1600	3627	1173	3074	126	1600	1007	593	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.01	0.00	0.43	0.43	0.10	0.10	0.08	0.02	0.02	0.01
Crit Moves:	****				****			****			****	

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	3200	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.17	0.10	0.31	0.17	0.09	0.30	0.07	0.06	0.22	0.19
Crit Moves:		****		****				****			****	

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

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.92	0.08	0.85	0.15	1.00	0.44	0.56	1.00
Final Sat.:	1600	4738	62	1600	4668	132	1352	248	1600	700	900	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.02	0.37	0.37	0.05	0.06	0.04	0.02	0.05	0.05
Crit Moves:		****		****			****				****	

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

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4574	226	3200	4453	347	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.10	0.04	0.34	0.34	0.04	0.24	0.24	0.04	0.38	0.06
Crit Moves:		****		****			****				****	

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

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	37	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 12 Apr 2005 << 0800-0900												
Base Vol:	0	1995	34	34	1478	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
Initial Bse:	0	2055	35	35	1523	0	0	0	0	58	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	262	5	26	213	0	0	0	0	21	0	100
Initial Fut:	0	2317	40	61	1736	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
PHF Adj:	1.00	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	79	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2317	40	61	1736	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
MLF Adj:	1.00	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	79	0	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4718	82	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.36	0.00	0.00	0.00	0.00	0.05	0.00	0.08
Crit Moves:		****		****								****

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

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	31	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 0	0	0 2	1 0	1	0 1!	0 1	0	0 0	0 0 0
Volume Module: >> Count Date: 13 Apr 2005 << 0715-0815												
Base Vol:	71	1842	0	0	1464	44	258	0	150	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:	73	1898	0	0	1508	45	266	0	155	0	0	0
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:	73	2166	0	0	1742	45	266	0	155	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:	73	2166	0	0	1742	45	266	0	155	0	0	0
Reduct Vol:	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
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.92	0.08	1.90	0.00	1.10	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4678	122	3035	0	1765	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.00	0.00	0.37	0.37	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.40	0.01	0.59
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	655	0	945
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.02	0.04	0.34	0.10	0.02	0.00	0.01	0.01	0.00	0.01
Crit Moves:		****			****			****				****

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

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	4800	1600	3200	4800	1600	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.26	0.06	0.29	0.15	0.12	0.20	0.13	0.22	0.22	0.14
Crit Moves:	****				****			****			****	

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

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			Permitted			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:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.97	0.03		1.00 2.96	0.04		1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1600 4756	44		1600 4731	69		1600	1600	1600	1600	1330	270
Capacity Analysis Module:												
Vol/Sat:	0.09 0.42	0.42		0.02 0.45	0.45		0.04	0.09	0.11	0.06	0.24	0.24
Crit Moves:	****			****			****				****	

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

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0 1	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:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.97	0.03		1.00 3.00	1.00		2.00	0.00	1.00	0.59	0.41	1.00
Final Sat.:	1600 4760	40		1600 4800	1600		3200	0	1600	948	652	1600
Capacity Analysis Module:												
Vol/Sat:	0.03 0.43	0.43		0.01 0.40	0.22		0.02	0.00	0.02	0.13	0.13	0.05
Crit Moves:	****			****			****				****	

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.025
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 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
OvlAdjVol:			48			122			0			83
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.18	0.13	0.30	0.19	0.12	0.21	0.01	0.15	0.40	0.18
OvlAdjV/S :			0.03			0.08			0.00			0.05
Crit Moves:	****			****			****				****	

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

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.52	0.00	0.48	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	2439	0	761	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.00	0.00	0.32	0.16	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	1.60	0.40	1.00	1.00	1.00	1.00
Final Sat.:	3200	4738	62	1600	4800	1600	2560	640	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.02	0.25	0.14	0.03	0.03	0.09	0.02	0.02	0.03
Crit Moves:		****		****					****			****

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

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.67	0.33	1.51	0.30	0.19	1.00	1.00	1.00
Final Sat.:	1600	4757	43	1600	4275	525	2416	480	304	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.38	0.03	0.28	0.28	0.06	0.06	0.06	0.01	0.01	0.03
Crit Moves:		****		****				****				****

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.162
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 2	1 0	2	0 1	1 0	2	0 2	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.69	0.31	2.00	1.91	0.09	2.00	2.35	0.65
Final Sat.:	1600	4800	1600	1600	4311	489	3200	3049	151	3200	3754	1046
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.43	0.11	0.23	0.23	0.07	0.37	0.37	0.18	0.40	0.40
Crit Moves:			****	****				****		****		

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

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.98	0.02	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4764	36	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.04	0.26	0.00	0.00	0.00	0.00	0.06	0.00	0.11
Crit Moves:		****		****								****

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

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	2.84		0.16			1.00	2.46		0.54			1.00	1.00		1.00			1.00	1.00		1.00		
Final Sat.:	1600	4551		249			1600	3937		863			1600	1600		1600			1600	1600		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.32		0.32			0.12	0.24		0.24			0.16	0.11		0.05			0.02	0.11		0.14		
Crit Moves:		****					****						****									****		

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

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			1.00	2.00		1.00			1.00	3.00		1.00			2.00	3.00		1.00		
Final Sat.:	1600	1600		1600			1600	3200		1600			1600	4800		1600			3200	4800		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.00		0.00			0.01	0.00		0.02			0.01	0.24		0.02			0.01	0.22		0.01		
Crit Moves:	****									****				****					****					

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

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.00	0.00	0.01	0.00	0.23	0.04	0.06	0.20	0.01
Crit Moves:	****					****		****		****		

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

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:												36
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.08	0.34	0.00	0.00	0.35	0.06
OvlAdjV/S :												0.02
Crit Moves:						****		****			****	

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

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

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 1	1	1 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 23 Mar 2005 << 0745-0845												
Base Vol:	4	0	4	13	4	47	173	613	14	17	202	65
Growth Adj:	1.03	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
Reduced Vol:	4	0	4	13	4	48	178	693	14	18	283	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	4	0	4	13	4	48	178	693	14	18	283	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.11	0.22	0.01	0.01	0.09	0.00
Crit Moves:	****					****		****		****		

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

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

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

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.36	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.93	0.07
Final Sat.:	1029	571	1600	1600	1600	1600	1600	4749	51	1600	4690	110
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.07	0.01	0.01	0.01	0.01	0.26	0.26	0.04	0.36	0.36
Crit Moves:			****	****			****				****	

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

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

Intersection #62 Doty Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	1 0	0	0 0	2 0	1
Volume Module: >> Count Date: 5 Apr 2005 << 0730-0830												
Base Vol:	0	0	0	77	0	66	36	688	0	0	846	32
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.54	0.00	0.46	0.10	1.90	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	862	0	738	159	3041	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.09	0.02	0.23	0.00	0.00	0.27	0.02
Crit Moves:				****			****				****	

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

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.87	0.13	1.00	1.00	0.08	0.92	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2990	210	1600	1600	133	1467	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.02	0.02	0.12	0.36	0.14	0.14	0.38	0.06
Crit Moves:			****		****			****		****		

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

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec):	100		Critical Vol./Cap.(X):		0.638
Loss Time (sec):	4	(Y+R=4.0 sec)	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	29		Level Of Service:		B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.86	0.14	1.00	0.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	0	0	0	1369	231	1600	0	2906	294	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.05	0.00	0.52	0.52	0.02	0.45	0.00
Crit Moves:				****				****		****		

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

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec):	100		Critical Vol./Cap.(X):		0.756
Loss Time (sec):	4	(Y+R=4.0 sec)	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	41		Level Of Service:		C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.08	0.62	0.00	0.00	0.29	0.07
Crit Moves:				****				****		****		

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	853	747	1600	888	712	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.11	0.07	0.12	0.03	0.03	0.35	0.03	0.07	0.32	0.05
Crit Moves:		****			****			****			****	

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

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.38	0.03	0.03	0.44	0.00
Crit Moves:	****						****				****	

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

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1! 0	0	1	0 2	0	1	1 0 2 0 1
Volume Module: >> Count Date: 10 May 2005 << 0800-0900												
Base Vol:	24	0	0	1	0	2	4	1287	61	143	1485	19
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.33	0.00	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	0	1600	533	0	1067	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.04	0.09	0.48	0.01
Crit Moves:	****			****				****		****		

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

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

Intersection #69 Gramercy Place/190th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.73	0.27	1.00	2.87	0.13	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1173	427	1600	4593	207	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.01	0.01	0.02	0.38	0.38	0.08	0.40	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.79	0.21	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	6059	341	1600	3160	40	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.30	0.02	0.28	0.28	0.08	0.12	0.10	0.26	0.08	0.00
Crit Moves:		****		****				****		****		

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

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	5746	654	3200	6365	35	0	4800	1600	3200	2953	247
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.44	0.03	0.30	0.30	0.00	0.23	0.12	0.10	0.22	0.22
Crit Moves:		****		****				****		****		

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

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.99	0.01	1.00	4.00	1.00	1.46	0.54	1.00	0.60	0.40	1.00
Final Sat.:	3200	6377	23	1600	6400	1600	2338	862	1600	967	633	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.01	0.38	0.02	0.01	0.01	0.00	0.03	0.03	0.02
Crit Moves:		****		****				****			****	

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

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.94	0.06	1.00	3.91	0.09	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1600	6311	89	1600	6255	145	1600	3200	1600	1600	2696	504
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.03	0.34	0.34	0.05	0.08	0.04	0.07	0.13	0.13
Crit Moves:		****		****				****			****	

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

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.93	0.07	1.00	3.99	0.01	0.42	0.58	1.00	0.93	0.07	1.00
Final Sat.:	1600	6291	109	1600	6386	14	667	933	1600	1483	117	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.02	0.38	0.38	0.01	0.02	0.03	0.05	0.05	0.03
Crit Moves:		****		****					****	****		

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

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			213									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.22	0.04	0.31	0.10	0.06	0.34	0.23	0.08	0.18	0.09
OvlAdjV/S :			0.13									
Crit Moves:		****		****				****		****		

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

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 4.00		1.00	2.00 3.95		0.05	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1600 6400		1600	3200 6327		73	1557	43	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.44		0.01	0.04 0.37		0.37	0.02	0.02	0.02	0.00	0.00	0.01
Crit Moves:	****			****			****					****

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

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 4.00		1.00	2.00 3.94		0.06	0.90	0.10	1.00	0.89	0.44	0.67
Final Sat.:	1600 6400		1600	3200 6303		97	1442	158	1600	1422	711	1067
Capacity Analysis Module:												
Vol/Sat:	0.01 0.40		0.01	0.01 0.37		0.37	0.05	0.05	0.05	0.01	0.01	0.01
Crit Moves:	****			****			****				****	

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.144
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						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			
OvlAdjVol:																					30			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	3.71	0.29				2.00	3.46	0.54				2.00	2.00	1.00				2.00	2.00	1.00			
Final Sat.:	1600	5934	466				3200	5544	856				3200	3200	1600				3200	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.36	0.36				0.07	0.33	0.33				0.12	0.60	0.05				0.04	0.28	0.09			
OvlAdjV/S :																					0.02			
Crit Moves:		****						****						****						****				

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

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		1	0	3	1	0		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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	3.94	0.06				1.00	3.81	0.19				1.00	0.62	0.38				1.00	0.67	0.33			
Final Sat.:	1600	6308	92				1600	6090	310				1600	991	609				1600	1076	524			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.37	0.37				0.03	0.31	0.31				0.04	0.12	0.12				0.03	0.15	0.15			
Crit Moves:		****						****						****						****				

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

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 3	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	3.86	0.14	1.00	0.69	0.31	1.00	0.65	0.35
Final Sat.:	1600	6195	205	1600	6175	225	1600	1103	497	1600	1034	566
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.04	0.32	0.32	0.05	0.13	0.13	0.05	0.18	0.18
Crit Moves:		****			****			****			****	

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	4800	1600	3200	4190	610
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.17	0.10	0.28	0.12	0.11	0.19	0.13	0.10	0.21	0.21
Crit Moves:	****				****		****				****	

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

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 4	0 1	2	0 4	0 1	0	1 0	0 1	1	1 0	0 1
Volume Module: >> Count Date: 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
OvlAdjVol:									15			0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.62	0.38	1.00	1.38	0.62	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	988	612	1600	2208	992	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.06	0.03	0.34	0.04	0.02	0.02	0.04	0.02	0.02	0.02
OvlAdjV/S :									0.01			0.00
Crit Moves:		****		****			****			****		

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6319	81	3200	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.01	0.34	0.05	0.03	0.01	0.02	0.01	0.01	0.03
Crit Moves:		****		****			****					****

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.84	0.16	1.00	1.79	0.21	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	3200	6139	261	1600	2870	330	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.10	0.09	0.26	0.26	0.07	0.24	0.24	0.06	0.10	0.18
Crit Moves:		****		****				****		****		

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

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.46	0.54	1.00	0.53	0.47
Final Sat.:	3200	6400	1600	3200	6400	1600	1600	738	862	1600	849	751
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.00	0.01	0.30	0.02	0.02	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	4485	315	3200	3545	1255
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.23	0.07	0.26	0.09	0.13	0.30	0.30	0.16	0.23	0.23
Crit Moves:		****		****				****		****		

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

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.84	0.16	1.00	3.91	0.09	0.36	0.64	1.00	0.44	0.56	1.00
Final Sat.:	1600	6142	258	1600	6255	145	582	1018	1600	706	894	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.05	0.35	0.35	0.04	0.11	0.02	0.06	0.14	0.05
Crit Moves:		****		****			****				****	

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 11 May 2005 << 0745-0845												
Base Vol:	110	1914	97	629	1356	94	138	752	93	119	517	395
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.82	0.18	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	6106	294	3200	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.20	0.32	0.06	0.09	0.24	0.06	0.08	0.17	0.25
Crit Moves:		****		****			****					****

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

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 3	0 1	1	0 0	1 0	1	0 0	1 1
Volume Module: >> Count Date: 19 May 2005 << 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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.69	0.31	1.00	3.00	1.00	1.00	0.80	0.20	1.00	0.06	1.94
Final Sat.:	1600	5910	490	1600	4800	1600	1600	1280	320	1600	91	3109
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.15	0.27	0.01	0.01	0.01	0.01	0.07	0.10	0.10
OvlAdjV/S :												0.00
Crit Moves:		****		****			****				****	

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4669	131	3200	4800	1600	1600	3848	952	1600	3797	1003
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.06	0.17	0.14	0.21	0.25	0.25	0.12	0.25	0.25
Crit Moves:		****		****			****				****	

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

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.59	0.41	1.00	0.48	0.52	1.00
Final Sat.:	1600	4769	31	1600	4758	42	948	652	1600	772	828	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.01	0.29	0.29	0.01	0.02	0.01	0.01	0.02	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.89	0.11	0.58	0.90	0.52	1.00	1.00	1.00
Final Sat.:	1600	4690	110	1600	4623	177	920	1443	837	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.02	0.29	0.29	0.03	0.05	0.05	0.02	0.04	0.04
Crit Moves:		****			****			****			****	

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

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	0.96	0.04	1.00	1.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4247	553	1542	58	1600	1600	800	800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.03	0.01	0.29	0.29	0.12	0.12	0.03	0.00	0.00	0.00
Crit Moves:		****			****			****			****	

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

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.60	0.40	1.00	1.00	0.02	1.98
Final Sat.:	1600	3200	1600	3200	3190	10	960	640	1600	1600	36	3164
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.10	0.08	0.32	0.32	0.00	0.00	0.00	0.06	0.11	0.11
Crit Moves:		****		****			****				****	

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

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3111	89	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.14	0.00	0.00	0.00	0.00	0.60	0.60	0.09	0.27	0.00
Crit Moves:			****					****		****		

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

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.04	0.39	0.00	0.00	0.30	0.05
Crit Moves:				****				****		****		

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

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	1.00	0.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	454	1146	1600	722	878	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.02	0.02	0.05	0.01	0.01	0.36	0.01	0.04	0.42	0.02
Crit Moves:		****		****			****				****	

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

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.08	0.92	1.00	0.00	1.00	1.00	2.75	0.25	1.00	4.00	1.00
Final Sat.:	1600	126	1474	1600	0	1600	1600	4394	406	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.06	0.06	0.03	0.00	0.02	0.01	0.33	0.33	0.04	0.33	0.01
Crit Moves:	****					****			****		****	

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module: >> Count Date: 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
Reduced Vol:	0	0	0	0	0	0	148	1336	0	0	713	654
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	148	1336	0	0	713	654
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.04	0.96
Final Sat.:	0	0	0	0	0	0	1600	3200	0	0	1669	1531
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.42	0.00	0.00	0.43	0.43
Crit Moves:							****				****	

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.64	0.01	0.35	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	0	0	1600	2633	0	567	0	3200	1600	0	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.20	0.00	0.20	0.00	0.29	0.01	0.00	0.21	0.00
Crit Moves:			****	****				****		****		

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

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0	0 0	0 2	0	0 0	0 0	0	0 2	0 1
Volume Module: >> Count Date: 7 Apr 2005 << 0730-0830												
Base Vol:	0	0	0	0	0	452	0	0	0	0	1178	413
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	0	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	xxxx	0.00	0.00	0.38	0.27
Crit Moves:						****					****	

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

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
Reduced Vol:	0	0	147	0	0	0	0	628	1500	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	147	0	0	0	0	628	1500	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	1600	0	0	0	0	3200	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.20	0.47	0.00	0.00	0.00
Crit Moves:			****						****			

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.95	0.01	0.04	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3121	0	79	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.24	0.34	0.08	0.46	0.00
Crit Moves:			****					****			****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.203
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			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 << 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
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.50	0.50	0.10	0.00	1.90	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4000	800	155	0	3045	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.35	0.00	0.00	0.49	0.49	0.32	0.00	0.32	0.00	0.00	0.00
OvlAdjV/S :									0.00			
Crit Moves:	****				****		****					

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

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.76	0.00	0.24
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2809	0	391
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.22	0.03	0.23	0.00	0.00	0.00	0.00	0.40	0.00	0.40
OvlAdjV/S :			0.00									
Crit Moves:		****		****						****		

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 0	1! 0	0	2 0	3	0 0	0 0	2	0 1
Volume Module: >> Count Date: 12 May 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.49	0.00	0.51	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2392	0	808	3200	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.21	0.22	0.00	0.00	0.38	0.11
Crit Moves:				****				****			****	

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	1.00	0.88	0.12	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	261	1339	1600	1401	199	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.24	0.24	0.32	0.33	0.31	0.01	0.03	0.23	0.12
OvlAdjV/S :						0.00						
Crit Moves:		****			****			****			****	

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

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	0 0 1	1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.22	0.00	0.00	0.31	0.01
Crit Moves:						****	****				****	

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

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6331	69	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.27	0.07	0.33	0.00
Crit Moves:			****					****		****		

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

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.39	0.61	1.00	1.67	0.33	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	2227	973	1600	2675	525	1600	2899	301
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.13	0.03	0.06	0.06	0.02	0.12	0.12	0.07	0.08	0.08
Crit Moves:	****				****			****		****		

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

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	1	0 1	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	1.07	0.61	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.44	0.56
Final Sat.:	519	1705	976	1600	1600	1600	1600	4666	134	1600	3912	888
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.02	0.05	0.02	0.11	0.23	0.23	0.04	0.33	0.33
Crit Moves:		****		****			****				****	

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

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.73	0.27	1.89	0.11	1.00	1.63	0.37	1.00
Final Sat.:	1600	4800	1600	1600	4367	433	3020	180	1600	2611	589	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.02	0.01	0.26	0.26	0.06	0.06	0.05	0.01	0.01	0.02
Crit Moves:	****				****			****				****

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

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.83	0.17	0.98	0.02	1.00	0.67	0.33	1.00
Final Sat.:	1600	4777	23	1600	4525	275	1569	31	1600	1067	533	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.01	0.23	0.23	0.10	0.10	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****				****	

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

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4253	547	3200	4800	1600	3200	3200	1600	3200	4265	535
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.04	0.17	0.12	0.05	0.32	0.07	0.04	0.23	0.23
Crit Moves:		****			****			****			****	

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

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.338
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 0	1	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module: >> Count Date: 29 Mar 2005 << 0800-0900												
Base Vol:	132	1063	0	0	898	87	43	0	49	0	0	0
Growth Adj:	1.03	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
OvlAdjVol:						40						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	4800	0	1600	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.20	0.06	0.01	0.00	0.03	0.00	0.00	0.00
OvlAdjV/S :	·					0.03						
Crit Moves:	****				****				****			

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

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	4800	1600	1600	3757	1043
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.08	0.06	0.17	0.11	0.05	0.17	0.04	0.04	0.20	0.20
Crit Moves:		****		****			****				****	

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

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	2.00	2.00	1.00	1.00	1.54	0.46	1.00	1.00	1.00
Final Sat.:	1600	4721	79	3200	3200	1600	1600	2469	731	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.02	0.22	0.07	0.02	0.01	0.01	0.01	0.02	0.24
Crit Moves:	****				****		****					****

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

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:						0						102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	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	3200	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.08	0.10	0.28	0.00	0.00	0.29	0.23
OvlAdjV/S :						0.00						0.06
Crit Moves:				****				****			****	

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

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.31	1.00	0.98	1.02	1.00	1.00	1.00	1.00	1.30	0.70	1.00
Final Sat.:	1110	2090	1600	1571	1629	1600	1600	1600	1600	2087	1113	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.04	0.12	0.12	0.05	0.01	0.01	0.02	0.06	0.06	0.16
OvlAdjV/S :			0.00									
Crit Moves:		****			****				****			****

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

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.04	0.04	0.07	0.13	0.03	0.31	0.02	0.03	0.39	0.06
Crit Moves:		****		****			****				****	

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

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

Intersection #121 Maple Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1223	377	1600	1125	475	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.02	0.11	0.11	0.02	0.29	0.05	0.04	0.34	0.03
Crit Moves:		****		****			****				****	

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

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.320
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 0745-0845												
Base Vol:	152	479	67	16	349	12	16	52	17	59	120	53
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.93	0.07	1.00	1.54	0.46	1.00	1.39	0.61
Final Sat.:	1600	2807	393	1600	3094	106	1600	2463	737	1600	2220	980
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.01	0.12	0.12	0.01	0.02	0.02	0.04	0.06	0.06
Crit Moves:	****				****		****				****	

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

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.61	0.39	1.00	1.55	0.45	2.00	2.73	0.27	2.00	3.67	0.33
Final Sat.:	1600	2572	628	1600	2474	726	3200	4367	433	3200	5875	525
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.11	0.09	0.09	0.05	0.28	0.28	0.03	0.27	0.27
Crit Moves:		****		****			****				****	

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.24	0.76	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1556	44	1600	376	1224	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.05	0.21	0.06	0.07	0.07	0.01	0.00	0.01	0.08
Crit Moves:		****		****			****					****

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

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.411
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1	1	0 0	0 1
Volume Module: >> Count Date: 10 May 2005 << 0700-0800												
Base Vol:	87	523	0	7	349	16	18	11	42	4	0	18
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.62	0.38	1.00	1.00	0.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	993	607	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.00	0.00	0.22	0.01	0.01	0.02	0.03	0.00	0.00	0.01
Crit Moves:		****		****					****	****		

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

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.95	0.05		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	4718	82		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.00		0.00	0.00	0.00		0.00	0.40	0.40		0.04	0.46	0.00	
Crit Moves:	****								****					****		

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

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:		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	
OvlAdjVol:			126													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.67	0.33	1.00		1.00	0.53	0.47		2.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1067	533	1600		1600	847	753		3200	4491	309		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.05	0.15		0.00	0.01	0.01		0.01	0.34	0.34		0.07	0.20	0.00	
OvlAdjV/S :			0.08													
Crit Moves:	****					****				****				****		

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

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 12 May 2005 << 0730-0830																
Base Vol:	10	233	126		113	122	67		131	658	7		29	579	74	
Growth Adj:	1.03	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.04	0.96	1.00		0.48	0.52	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	66	1534	1600		773	827	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.16	0.08		0.07	0.15	0.04		0.08	0.21	0.00		0.02	0.19	0.05	
Crit Moves:		****				****				****				****		

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

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.57	0.04	1.39		1.00	1.00	0.00		1.00	2.58	0.42		1.00	2.00	1.00	
Final Sat.:	2513	56	2231		1600	1600	0		1600	4127	673		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.13		0.01	0.00	0.00		0.00	0.27	0.27		0.10	0.28	0.00	
Crit Moves:		****				****					****			****		

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

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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
OvlAdjVol:			1									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.16	0.07	0.08	0.04	0.05	0.20	0.03	0.16	0.22	0.05
OvlAdjV/S :			0.00									
Crit Moves:		****		****				****		****		

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

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2633	567	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.30	0.26	0.26	0.01	0.11	0.02	0.03	0.22	0.13	0.12	0.27	0.04
Crit Moves:	****				****			****		****		

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	0.72	0.28	1.00	0.18	0.82	1.00
Final Sat.:	1600	3111	89	1600	3200	1600	1151	449	1600	295	1305	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.38	0.38	0.03	0.20	0.03	0.04	0.06	0.09	0.01	0.07	0.03
Crit Moves:		****		****			****				****	

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

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1	0 1	0	0 1
Volume Module: >> Count Date: 12 May 2005 << 0745-0845												
Base Vol:	28	1204	6	20	689	33	102	55	37	11	49	123
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.00	1.00	0.18	0.82	1.00
Final Sat.:	1600	3184	16	1600	3054	146	1600	1600	1600	293	1307	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.01	0.23	0.23	0.07	0.04	0.02	0.01	0.04	0.08
Crit Moves:		****		****			****					****

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

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module: >> Count Date: 11 May 2005 << 0700-0800												
Base Vol:	11	1129	100	33	714	4	12	32	7	139	18	46
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.27	0.73	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3182	18	436	1164	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.06	0.02	0.23	0.23	0.01	0.03	0.00	0.09	0.01	0.03
Crit Moves:		****		****				****		****		

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

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.10	0.00	0.00	0.00	0.00	0.44	0.16	0.08	0.39	0.00
Crit Moves:	****							****		****		

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.17	0.15	0.29	0.11	0.12	0.26	0.19	0.12	0.24	0.15
Crit Moves:	****				****			****		****		

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

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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 << 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
OvlAdjVol:			378									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4515	285	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.33	0.17	0.33	0.01	0.04	0.29	0.29	0.09	0.26	0.08
OvlAdjV/S :			0.24									
Crit Moves:			****	****				****		****		

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

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	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: 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:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.00	1.00		1.00 2.00	1.00		1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1600 3200	1600		1600 3200	1600		1600	3121	79	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05 0.43	0.10		0.08 0.39	0.06		0.17	0.16	0.16	0.18	0.15	0.07
Crit Moves:	****			****				****		****		

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	1 0 2	1	0	2 0 2	0	1
Volume Module: >> Count Date: 5 Apr 2005 << 0745-0845												
Base Vol:	119 980	593		109 1319	158		167	1058	59	476	671	76
Growth Adj:	1.03 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:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00	1.00		1.00 3.00	1.00		1.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1600 4800	1600		1600 4800	1600		1600	4412	388	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10 0.21	0.38		0.08 0.28	0.15		0.21	0.26	0.26	0.15	0.23	0.07
Crit Moves:		****		****			****				****	

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.03	0.06	0.21	0.13	0.16	0.43	0.16	0.02	0.21	0.14
Crit Moves:		****		****				****		****		

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

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2837	363	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.13	0.19	0.15	0.15	0.05	0.22	0.01	0.08	0.22	0.16
Crit Moves:		****		****				****		****		

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

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	2	0	1
Volume Module: >> Count Date: 11 May 2005 << 0800-0900												
Base Vol:	9	32	24	230	16	46	78	705	3	11	940	154
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.49	0.37	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	222	788	591	1496	104	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.16	0.16	0.03	0.05	0.24	0.00	0.01	0.32	0.10
Crit Moves:	****				****		****				****	

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

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	1	0	1	0	2	1	0
Volume Module: >> Count Date: 11 May 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.80	0.20	1.00	2.96	0.04
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4473	327	1600	4741	59
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.01	0.03	0.02	0.02	0.27	0.27	0.06	0.33	0.33
Crit Moves:	****				****		****				****	

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

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.37	0.63	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1600	1600	1600	585	1015	1600	1600	3200	1600	1600	3173	27
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.01	0.03	0.00	0.01	0.50	0.03	0.03	0.46	0.46
Crit Moves:	****				****			****		****		

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

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3029	171	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.12	0.15	0.10	0.07	0.17	0.05	0.04	0.25	0.09
Crit Moves:		****		****			****				****	

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

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 0730-0830												
Base Vol:	97	453	59	40	480	35	47	125	94	91	208	110
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	1.65	1.00	0.15	1.85	1.00	0.27	0.73	1.00	0.30	0.70	1.00
Final Sat.:	556	2644	1600	246	2954	1600	437	1163	1600	487	1113	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.04	0.03	0.17	0.02	0.03	0.11	0.06	0.06	0.19	0.07
Crit Moves:	****				****		****				****	

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

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.86	0.14	1.00	2.85	0.15
Final Sat.:	1600	3200	1600	1600	3000	200	1600	4571	229	1600	4557	243
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.04	0.07	0.15	0.15	0.02	0.18	0.18	0.11	0.24	0.24
Crit Moves:	****				****			****			****	

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

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.78	0.22	1.00	1.54	0.46	1.00	1.56	0.44
Final Sat.:	1600	2512	688	1600	2847	353	1600	2462	738	1600	2502	698
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.06	0.23	0.23	0.04	0.09	0.09	0.13	0.17	0.17
Crit Moves:	****				****			****			****	

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

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	3200	1600	1600	2318	882	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.08	0.08	0.26	0.26	0.05	0.34	0.10	0.08	0.32	0.03
Crit Moves:	****				****			****			****	

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

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module: >> Count Date: 12 Apr 2005 << 0745-0845																
Base Vol:	0	650	292		86	788	0		0	0	0		19	0	18	
Growth Adj:	1.03	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3200	1600		1600	3200	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.19		0.06	0.25	0.00		0.00	0.00	0.00		0.01	0.00	0.01	
Crit Moves:		****			****								****			

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.55	0.45		2.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	2482	718		3200	1600	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.06		0.04	0.24	0.24		0.06	0.69	0.05		0.03	0.49	0.03	
Crit Moves:	****					****				****			****			

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

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 0800-0900												
Base Vol:	88	676	76	100	215	86	22	18	21	7	14	6
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.33	0.67	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	972	628	1600	533	1067	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.05	0.06	0.07	0.06	0.02	0.03	0.01	0.00	0.01	0.00
Crit Moves:		****		****			****				****	

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

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.14	0.00	0.00	0.00	0.00	0.60	0.10	0.09	0.31	0.00
Crit Moves:			****					****		****		

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

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.03	0.40	0.00	0.00	0.31	0.05
Crit Moves:				****				****		****		

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

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.02	0.06	0.01	0.03	0.04	0.25	0.07	0.02	0.22	0.05
Crit Moves:			****	****				****		****		

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

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.43	0.57
Final Sat.:	1600	3200	1600	3200	3200	1600	1600	4800	1600	1600	3892	908
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.16	0.08	0.33	0.05	0.06	0.18	0.09	0.22	0.30	0.30
Crit Moves:		****		****				****		****		

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

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

Intersection #157 Western Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2627	573	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.04	0.08	0.29	0.08	0.05	0.11	0.11	0.07	0.13	0.10
Crit Moves:		****		****				****		****		

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

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

Intersection #158 Western Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			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
OvlAdjVol:			0						495			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	3600	1200	3200	4800	1600	3200	4508	292
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.08	0.03	0.42	0.42	0.07	0.20	0.36	0.10	0.18	0.18
OvlAdjV/S :			0.00						0.31			
Crit Moves:	****				****				****	****		

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

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

Intersection #159 Western Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.33	0.01	0.03	0.41	0.18	0.01	0.00	0.19	0.01	0.00	0.02
Crit Moves:	****				****				****	****		

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

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.871
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.02	0.84	0.14
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	35	1336	229
Capacity Analysis Module:												
Vol/Sat:	0.06	0.55	0.01	0.03	0.42	0.44	0.12	0.65	0.05	0.59	0.59	0.59
Crit Moves:		****		****				****		****		

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

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.01	0.02	0.26	0.04	0.04	0.15	0.05	0.01	0.17	0.01
OvlAdjV/S :						0.00						
Crit Moves:		****		****				****			****	

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

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.91	0.09	0.71	0.29	1.00	0.19	0.47	0.34
Final Sat.:	1600	3200	1600	1600	4663	137	1143	457	1600	297	754	549
Capacity Analysis Module:												
Vol/Sat:	0.07	0.53	0.01	0.02	0.26	0.26	0.08	0.12	0.03	0.02	0.09	0.09
Crit Moves:		****			****			****			****	

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

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.001
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.08	0.04	0.33	0.07	0.06	0.26	0.08	0.11	0.33	0.11
Crit Moves:		****			****			****			****	

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

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.39	0.35	0.26	0.18	0.59	0.23
Final Sat.:	1600	3200	1600	1600	3200	1600	631	555	414	282	944	374
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.02	0.00	0.42	0.03	0.07	0.19	0.19	0.03	0.18	0.18
Crit Moves:		****			****			****			****	

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

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.57	0.08	0.03	0.48	0.02	0.04	0.10	0.07	0.18	0.16	0.06
Crit Moves:		****			****				****		****	

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

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

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	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
Reduced Vol:	6	2024	31	19	1898	14	0	0	2	11	0	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.:	6	2024	31	19	1898	14	0	0	2	11	0	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	0.00	1.00	0.11	0.00	0.89
Final Sat.:	1600	3200	1600	1600	3200	1600	0	0	1600	180	0	1420
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.02	0.01	0.59	0.01	0.00	0.00	0.00	0.01	0.00	0.06
Crit Moves:		****			****			****				****

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.111
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 12 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.71	0.29	1.00	2.68	0.32	1.00	2.81	0.19	1.00	2.68	0.32
Final Sat.:	1600	4340	460	1600	4283	517	1600	4501	299	1600	4286	514
Capacity Analysis Module:												
Vol/Sat:	0.13	0.43	0.43	0.06	0.40	0.40	0.17	0.28	0.28	0.18	0.35	0.35
Crit Moves:	****				****		****				****	

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

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

Intersection #168 Western Ave/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 12 May 2005 << 0715-0815												
Base Vol:	182	1339	7	10	984	93	18	0	56	0	0	75
Growth Adj:	1.03	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
Reduced Vol:	188	1814	7	10	1434	96	19	0	58	0	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	1814	7	10	1434	96	19	0	58	0	0	77
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	0	1600	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.57	0.00	0.01	0.45	0.06	0.01	0.00	0.04	0.00	0.00	0.05
Crit Moves:		****		****			****					****

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

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
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
PHF Adj:	1.00	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
MLF Adj:	1.00	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1535	65	1600	1486	114	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.01	0.01	0.40	0.05	0.05	0.31	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.32	0.68	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	424	1176	1600	505	1095	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.02	0.05	0.16	0.02	0.04	0.19	0.02	0.08	0.42	0.04
Crit Moves:		****		****			****				****	

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

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.462
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1! 0	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 30 Mar 2005 << 0730-0830												
Base Vol:	31	112	25	71	170	100	85	529	33	69	579	85
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.67	0.15	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.74	0.26
Final Sat.:	295	1067	238	1600	1600	1600	1600	3012	188	1600	2790	410
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.05	0.11	0.06	0.05	0.18	0.18	0.04	0.21	0.21
Crit Moves:		****		****			****				****	

Weekday Mid-Day Peak Hour

EXWP-MID WKDAY Wed Nov 15, 2006 06:41:52 Page 3-1

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

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	1	0	0	1	0		1	0	1	0	1		1	0	2	0	1		1	0	1	1	0	
Volume Module: >> Count Date: 12 Apr 2005 << 1245-1345																								
Base Vol:	57	25	44	18	9	50	95	823	50	47	970	36												
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	0.34	0.66	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06												
Final Sat.:	1600	549	1051	1600	1600	1600	1600	3200	1600	1600	3097	103												
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.05	0.05	0.01	0.01	0.03	0.06	0.30	0.03	0.03	0.36	0.36												
Crit Moves:	****					****	****				****													

EXWP-MID WKDAY Wed Nov 15, 2006 06:41:52 Page 4-1

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

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	
Lanes:	0	0	0	0	0		2	0	0	0	1		1	0	3	0	0		0	0	2	1	0	
Volume Module: >> Count Date: 10 May 2005 << 1300-1400																								
Base Vol:	0	0	0	65	0	17	13	1237	0	0	1322	48												
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	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	1600	1600	4800	0	0	4637	163												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.01	0.27	0.00	0.00	0.30	0.30												
Crit Moves:				****			****				****													

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

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.31	0.07	0.03	0.35	0.00
Crit Moves:	****						****				****	

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

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	1	1	0	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	1.65	0.35	1.00	1.00	2.81	0.19	1.00	2.98	0.02
Final Sat.:	1535	65	1600	2643	557	1600	1600	4495	305	1600	4762	38
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.05	0.01	0.01	0.00	0.02	0.39	0.39	0.02	0.38	0.38
Crit Moves:	****			****				****		****		

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

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.64	0.41	0.95	1.00	3.00	1.00	1.00	2.86	0.14
Final Sat.:	1600	1600	1600	1024	663	1513	1600	4800	1600	1600	4581	219
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.03	0.04	0.04	0.04	0.25	0.03	0.05	0.24	0.24
Crit Moves:			****	****				****		****		

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

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.52	0.08	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1067	533	1600	826	131	643	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.08	0.08	0.03	0.24	0.01	0.02	0.25	0.04
Crit Moves:	****				****		****				****	

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

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

Intersection #7 Anza Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	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:	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	2	0	1
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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.72	0.00	1.28	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2760	0	2040	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.38	0.24	0.25	0.34	0.00
OvlAdjV/S :			0.00									
Crit Moves:	****							****		****		

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

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

Intersection #8 Anza Ave/Halison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	0.32	1.00	0.78	0.22	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1084	516	1600	1244	356	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.02	0.01	0.24	0.01	0.01	0.02	0.01	0.02	0.03	0.01
Crit Moves:		****		****				****		****		

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

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.776	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	59	Level Of Service:	C	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	1.00	1.82	0.18
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4396	404	1600	2920	280
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.08	0.05	0.20	0.05	0.07	0.30	0.30	0.08	0.33	0.33
Crit Moves:		****			****			****			****	

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

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439	
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	19	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.44	0.56	1.00	0.55	0.45	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	699	901	1600	874	726	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.03	0.05	0.26	0.03	0.02	0.05	0.02	0.03	0.05	0.06
Crit Moves:		****			****				****		****	

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

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497	
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	21	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.50	0.50	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	979	621	1600	807	793	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.04	0.03	0.28	0.03	0.04	0.07	0.03	0.04	0.07	0.05
Crit Moves:		****		****			****				****	

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

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.864	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	85	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.62	0.38	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4188	612	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.08	0.12	0.21	0.11	0.11	0.24	0.24	0.17	0.32	0.13
Crit Moves:	****				****		****				****	

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

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.58	0.42	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	869	731	1600	929	671	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.02	0.02	0.31	0.01	0.01	0.02	0.01	0.01	0.02	0.01
Crit Moves:		****		****			****				****	

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

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.13	0.14	0.26	0.02	0.03	0.12	0.04	0.08	0.17	0.16
Crit Moves:		****		****				****		****		

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2605	595	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.10	0.13	0.20	0.06	0.13	0.30	0.30	0.14	0.23	0.15
Crit Moves:		****		****				****		****		

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

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

Intersection #16 Anza Ave/226th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	29	714	3	23	773	19	10	2	26	7	6	13
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.54	0.46	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1333	267	1600	862	738	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.00	0.01	0.25	0.01	0.01	0.01	0.02	0.00	0.01	0.01
Crit Moves:	****				****		****				****	

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

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

Intersection #17 Anza Ave/Lomita Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.39	xxxx	1.61
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2226	0	2574
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.17	0.20	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:			****	****								****

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

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	24	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 1	0	0 1	1 0	1	0 1
Volume Module: >> Count Date: 20 Apr 2005 << 1215-1315												
Base Vol:	22	398	6	13	445	395	377	9	56	3	12	13
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	3125	75	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.01	0.14	0.25	0.12	0.12	0.04	0.00	0.01	0.01
Crit Moves:	****					****	****					****

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

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.56	1.44	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	2504	2296	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.10	0.07	0.07	0.04	0.04	0.32	0.02	0.11	0.31	0.08
Crit Moves:			****		****			****			****	

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

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.55	1.00	0.61	0.39	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	726	874	1600	975	625	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.02	0.03	0.06	0.03	0.09	0.47	0.02	0.03	0.41	0.01
Crit Moves:		****			****			****			****	

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

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.75	1.00	0.22	0.78	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	402	1198	1600	353	1247	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.02	0.10	0.03	0.03	0.35	0.02	0.04	0.38	0.02
Crit Moves:		****		****			****				****	

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

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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
OvlAdjVol:			0			34						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.90	0.10
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4466	334	1600	4641	159
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.08	0.03	0.16	0.11	0.08	0.33	0.33	0.08	0.32	0.32
OvlAdjV/S :			0.00			0.02						
Crit Moves:	****			****			****			****		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.88		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1758	1500	1583	1550		1500	1583		1744	1500	1583
Flt Permitted		0.98	1.00	0.70	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

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

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 11 May 2005 << 1200-1300																								
Base Vol:	10	446	5				13	537	15				15	11	9				11	4	14			
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				0.58	0.42	1.00				0.73	0.27	1.00			
Final Sat.:	1600	1600	1600				1600	1600	1600				923	677	1600				1173	427	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.29	0.00				0.01	0.35	0.01				0.01	0.02	0.01				0.01	0.01	0.01			
Crit Moves:	****							****						****						****				

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

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 19 May 2005 << 1215-1315																								
Base Vol:	46	403	15				29	432	40				52	128	77				8	98	27			
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				0.29	0.71	1.00				0.08	0.92	1.00			
Final Sat.:	1600	1600	1600				1600	1600	1600				462	1138	1600				121	1479	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.26	0.01				0.02	0.28	0.03				0.03	0.12	0.05				0.01	0.07	0.02			
Crit Moves:	****							****						****						****				

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

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1600	3200	1600				1600	3200	1600				1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.05	0.04				0.12	0.06	0.06				0.04	0.30	0.01				0.02	0.34	0.10			
Crit Moves:		****						****						****						****				

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

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	2.93	0.07				1.00	2.81	0.19			
Final Sat.:	1600	1600	1600				1600	1600	1600				1600	4696	104				1600	4502	298			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.06	0.03				0.04	0.07	0.07				0.04	0.32	0.32				0.02	0.34	0.34			
Crit Moves:		****						****						****						****				

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

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2806	394	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.04	0.05	0.11	0.10	0.14	0.39	0.39	0.08	0.35	0.09
Crit Moves:	****				****		****				****	

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

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2975	225
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.06	0.05	0.12	0.09	0.12	0.29	0.02	0.11	0.29	0.29
OvlAdjV/S :						0.00						
Crit Moves:	****				****		****				****	

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

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	14	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	0 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1200-1300												
Base Vol:	0	1	7	28	0	18	18	392	0	0	339	44
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.12	0.88	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	200	1400	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.02	0.00	0.01	0.01	0.13	0.00	0.00	0.11	0.03
Crit Moves:		****		****				****		****		

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

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 1215-1315												
Base Vol:	4	5	13	23	5	20	24	885	8	9	839	28
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	711	889	1600	1314	286	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.01	0.02	0.01	0.02	0.29	0.01	0.01	0.27	0.02
Crit Moves:		****		****				****		****		

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

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.08	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1467	133	1600	1493	107	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.02	0.02	0.01	0.01	0.50	0.00	0.00	0.43	0.01
Crit Moves:		****		****				****		****		

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

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

Intersection #33 Crenshaw Blvd/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): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	1 0
Volume Module: >> Count Date: 31 Mar 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.41	0.59
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3863	937
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.12	0.12	0.32	0.14	0.11	0.19	0.08	0.09	0.17	0.17
Crit Moves:		****		****			****				****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.36	0.39	0.25	0.64	0.36	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	577	630	393	1025	575	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.04	0.06	0.36	0.02	0.03	0.08	0.08	0.05	0.07	0.05
Crit Moves:		****		****				****		****		

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

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.90	0.10	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4645	155	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.09	0.05	0.27	0.27	0.03	0.18	0.02	0.05	0.18	0.08
Crit Moves:		****		****				****		****		

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

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	1 0	1 0
Volume Module: >> Count Date: 7 Apr 2005 << 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
OvlAdjVol:			118									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.30	0.70	1.19	1.01	0.80
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2074	1126	1901	1624	1274
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.39	0.05	0.41	0.05	0.07	0.11	0.11	0.31	0.31	0.31
OvlAdjV/S :			0.07									
Crit Moves:	****			****			****			****		

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			128			179						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.67	0.33	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	4269	531	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.16	0.08	0.40	0.22	0.11	0.18	0.18	0.08	0.19	0.06
OvlAdjV/S :			0.08			0.11						
Crit Moves:	****			****			****				****	

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.174
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.70	0.30				1.00	2.95	0.05				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1600	4322	478				1600	4721	79				1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.46	0.46				0.02	0.47	0.47				0.02	0.33	0.03				0.16	0.29	0.05			
Crit Moves:		****						****						****						****				

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

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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				10	0	10				10	0	10			
Initial Fut:	0	2110	43				114	2455	0				10	0	10				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				10	0	10				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				10	0	10				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				10	0	10				58	0	35			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.00	2.94	0.06				1.00	3.00	0.00				0.00	0.00	0.00				1.00	1.00	1.00			
Final Sat.:	0	4704	96				1600	4800	0				0	0	0				1600	1600	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.45	0.45				0.07	0.51	0.00				xxxx	0.00	xxxx				0.04	0.00	0.02			
Crit Moves:		****						****												****				

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

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.80	0.20	1.92	0.08	1.00	0.42	0.58	1.00
Final Sat.:	1600	4800	1600	1600	4486	314	3067	133	1600	679	921	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.00	0.00	0.51	0.51	0.06	0.06	0.06	0.03	0.03	0.01
Crit Moves:	****				****				****	****		

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	3200	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.12	0.13	0.36	0.21	0.06	0.34	0.11	0.07	0.20	0.19
Crit Moves:		****		****				****		****		

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

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound					West Bound			
Movement:	L	T	R	L	T	R	L	T	R			L	T	R	
Control:	Permitted			Permitted			Permitted					Permitted			
Rights:	Include			Include			Include					Include			
Min. Green:	0	0	0	0	0	0	0	0	0			0	0	0	
Lanes:	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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600			1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.95	0.05	0.84	0.16	1.00			0.65	0.35	1.00	
Final Sat.:	1600	4767	33	1600	4721	79	1343	257	1600			1046	554	1600	
Capacity Analysis Module:															
Vol/Sat:	0.02	0.44	0.44	0.02	0.42	0.42	0.01	0.01	0.01			0.01	0.02	0.01	
Crit Moves:		****			****			****					****		

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

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.932
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound					West Bound			
Movement:	L	T	R	L	T	R	L	T	R			L	T	R	
Control:	Protected			Protected			Protected					Protected			
Rights:	Include			Include			Include					Include			
Min. Green:	0	0	0	0	0	0	0	0	0			0	0	0	
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	1 0			2	0 2	0	1
Volume Module: >> Count Date: 13 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600			1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	
Lanes:	2.00	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	4800	1600	3200	4594	206	3200	4104	696			3200	3200	1600	
Capacity Analysis Module:															
Vol/Sat:	0.06	0.33	0.08	0.03	0.38	0.38	0.03	0.25	0.25			0.06	0.39	0.05	
Crit Moves:	****				****		****						****		

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

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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: 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.92	0.08		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4679	121		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.41		0.05	0.44	0.00		0.00	0.00	0.00		0.05	0.00	0.07	
Crit Moves:		****				****									****	

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

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.84	0.16		1.80	0.01	1.19		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4544	256		2891	0	1909		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.38	0.00		0.00	0.45	0.45		0.06	0.00	0.06		0.00	0.00	0.00	
Crit Moves:	****					****			****							

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.31	0.04	0.65
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	492	62	1046
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.01	0.01	0.44	0.02	0.03	0.00	0.05	0.01	0.02	0.02
Crit Moves:	****				****				****	****		

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

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	4800	1600	3200	4800	1600	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.26	0.13	0.34	0.17	0.08	0.25	0.24	0.14	0.17	0.06
Crit Moves:	****				****			****		****		

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

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.94		0.06	1.00 2.95		0.05	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600 4705		95	1600 4718		82	1600	1600	1600	1600	1169	431
Capacity Analysis Module:												
Vol/Sat:	0.12 0.51		0.51	0.04 0.45		0.45	0.03	0.09	0.19	0.05	0.12	0.12
Crit Moves:	****			****					****	****		

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

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.96		0.04	1.00 3.00		1.00	2.00	0.00	1.00	0.63	0.37	1.00
Final Sat.:	1600 4732		68	1600 4800		1600	3200	0	1600	1002	598	1600
Capacity Analysis Module:												
Vol/Sat:	0.04 0.53		0.53	0.01 0.49		0.08	0.04	0.00	0.06	0.06	0.06	0.02
Crit Moves:	****			****					****	****		

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			227			0			0			39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.30	0.14	0.38	0.15	0.18	0.25	0.05	0.16	0.24	0.16
OvlAdjV/S :			0.14			0.00			0.00			0.02
Crit Moves:		****			****			****			****	

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

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

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 0	0 0	3	0 1	1 0	1!	0 0	0 0	0	0 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.61	0.01	0.38	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	2586	0	614	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.00	0.00	0.40	0.26	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4767	33	1600	4800	1600	2761	439	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.34	0.34	0.05	0.34	0.22	0.10	0.10	0.05	0.03	0.03	0.05
Crit Moves:	****				****		****					****

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

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.74	0.26	1.42	0.43	0.15	1.00	1.00	1.00
Final Sat.:	1600	4733	67	1600	4389	411	2272	683	245	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.12	0.38	0.38	0.14	0.14	0.14	0.03	0.03	0.08
Crit Moves:		****		****					****			****

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	2.00	1.88	0.12	2.00	2.35	0.65
Final Sat.:	1600	4800	1600	1600	4212	588	3200	3006	194	3200	3768	1032
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.21	0.21	0.33	0.33	0.11	0.37	0.37	0.13	0.34	0.34
Crit Moves:		****		****				****		****		

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

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module: >> Count Date: 18 May 2005 << 1200-1300												
Base Vol:	0	997	48	78	991	0	0	0	0	31	0	84
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.90	0.10	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4635	165	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.05	0.29	0.00	0.00	0.00	0.00	0.02	0.00	0.05
Crit Moves:		****		****								****

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

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4630	170	1600	4039	761	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.18	0.25	0.25	0.15	0.11	0.03	0.01	0.11	0.15
Crit Moves:		****			****			****				****

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

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.05	0.18	0.02	0.06	0.12	0.27	0.15	0.03	0.27	0.14
Crit Moves:	****					****	****				****	

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

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1	0	1	0 1	1	0	1 0 3	0	1	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
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
PHF Adj:	1.00	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
MLF Adj:	1.00	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.01	0.09	0.03	0.00	0.01	0.03	0.30	0.09	0.11	0.28	0.01
Crit Moves:	****					****		****		****		

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

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
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
PHF Adj:	1.00	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
MLF Adj:	1.00	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
OvlAdjVol:												7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.10	0.30	0.00	0.00	0.33	0.11
OvlAdjV/S :												0.00
Crit Moves:						****		****			****	

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

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

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Ignore					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	1	1	0		1	0	1	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400																								
Base Vol:	3	6	14				24	6	99				71	430			9		7	462			71	
Growth Adj:	1.03	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	
Reduced Vol:	3	6	14				25	6	102				73	459			9		7	496			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.:	3	6	14				25	6	102				73	459			9		7	496			0	
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600			1600		1600	1600			1600	
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	1.00	2.00	1.00				1.00	1.00	1.00				1.00	2.00			1.00		1.00	2.00			1.00	
Final Sat.:	1600	3200	1600				1600	1600	1600				1600	3200			1600		1600	3200			1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.01				0.02	0.00	0.06				0.05	0.14			0.01		0.00	0.15			0.00	
Crit Moves:	****								****				****							****				

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600				1600	1600	1600				1600	1600			1600		1600	1600			1600	
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00			1.00		1.00	1.00			1.00	
Lanes:	0.72	0.28	1.00				1.00	1.00	1.00				1.00	2.97			0.03		1.00	2.95			0.05	
Final Sat.:	1159	441	1600				1600	1600	1600				1600	4744			56		1600	4725			75	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.02	0.06				0.01	0.01	0.02				0.01	0.28			0.28		0.04	0.30			0.30	
Crit Moves:			****				****							****						****				

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

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	1	0 0	0 0	2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 1300-1400												
Base Vol:	0	0	0	18	0	48	33	431	0	0	501	19
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.27	0.00	0.73	0.14	1.86	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	436	0	1164	228	2972	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.02	0.15	0.00	0.00	0.16	0.01
Crit Moves:						****	****				****	

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

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.86	0.14	1.00	1.00	0.06	0.94	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2973	227	1600	1600	103	1497	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.05	0.11	0.11	0.08	0.34	0.08	0.06	0.27	0.05
Crit Moves:			****			****		****		****		

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

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	0.33	0.67	1.00	0.00	1.98	0.02	1.00	2.00	0.00												
Final Sat.:	0	0	0	533	1067	1600	0	3161	39	1600	3200	0												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.43	0.43	0.00	0.43	0.00												
Crit Moves:						****	****				****													

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

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.03	0.04	0.45	0.00	0.00	0.33	0.04												
Crit Moves:				****				****		****														

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.53		0.47		1.00		0.72		0.28		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	841		759		1600		1157		443		1600		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.05		0.05		0.06		0.08		0.02		0.02		0.42		0.02		0.04		0.47		0.05	
Crit Moves:			****				****						****								****			

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

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	1600		0		1600		0		0		0		0		3200		1600		1600		3200		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.00		0.00		0.00		0.00		0.39		0.01		0.00		0.44		0.00	
Crit Moves:					****										****						****			

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

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1!	0	1	0	0 1!	0	0	1	0 2	0	1	1	0 2	0	1
Volume Module: >> Count Date: 10 May 2005 << 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.76	xxxx	1.24		0.67	0.13	0.20		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2822	0	1978		1067	213	320		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.04		0.01	0.01	0.01		0.00	0.43	0.04		0.07	0.29	0.01	
Crit Moves:	****					****				****			****			

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

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0	1	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	0.83	0.17		1.00	2.86	0.14		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1324	276		1600	4577	223		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.05		0.01	0.02	0.02		0.01	0.27	0.27		0.06	0.28	0.01	
Crit Moves:			****		****					****			****			

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

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

Intersection #70 Hawthorne Blvd/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):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.73	0.27	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	5974	426	1600	2961	239	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.21	0.03	0.26	0.26	0.11	0.12	0.12	0.23	0.12	0.00
Crit Moves:		****		****				****		****		

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

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	5539	861	3200	6303	97	0	4800	1600	3200	2938	262
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.33	0.04	0.30	0.30	0.00	0.15	0.15	0.12	0.19	0.19
Crit Moves:		****		****				****		****		

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

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6284	116	1600	6400	1600	2877	323	1600	820	780	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.07	0.33	0.08	0.07	0.07	0.09	0.03	0.03	0.02
Crit Moves:		****		****					****		****	

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

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	1	0 3	1 0	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.90	0.10	1.00	3.89	0.11	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1600	6235	165	1600	6230	170	1600	3200	1600	1600	2779	421
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.07	0.33	0.33	0.03	0.10	0.02	0.07	0.14	0.14
Crit Moves:		****		****				****		****		

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

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.97	0.03	0.86	0.14	1.00	0.90	0.10	1.00
Final Sat.:	1600	6249	151	1600	6356	44	1379	221	1600	1436	164	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.04	0.35	0.35	0.02	0.02	0.02	0.05	0.05	0.01
Crit Moves:		****		****				****		****		

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

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			235									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.23	0.04	0.29	0.10	0.07	0.22	0.24	0.08	0.23	0.09
OvlAdjV/S :			0.15									
Crit Moves:	****			****					****	****		

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

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.96	0.04	0.55	0.45	1.00	0.88	0.12	1.00
Final Sat.:	1600	6400	1600	3200	6331	69	877	723	1600	1412	188	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.05	0.13	0.40	0.40	0.01	0.02	0.01	0.04	0.04	0.19
Crit Moves:		****		****			****					****

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

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.99	0.01	0.52	0.48	1.00	1.00	0.28	0.72
Final Sat.:	1600	6400	1600	3200	6380	20	840	760	1600	1600	455	1145
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.11	0.09	0.37	0.37	0.01	0.03	0.01	0.17	0.06	0.14
Crit Moves:		****		****				****		****		

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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
OvlAdjVol:												213
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	5927	473	3200	5956	444	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.39	0.06	0.34	0.34	0.07	0.42	0.05	0.09	0.29	0.19
OvlAdjV/S :												0.13
Crit Moves:		****			****				****		****	

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

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Permitted				Permitted			
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.95	0.05	1.00	3.86	0.14	1.00	0.36	0.64		1.00	0.53	0.47	
Final Sat.:	1600	6315	85	1600	6176	224	1600	577	1023		1600	853	747	
Capacity Analysis Module:														
Vol/Sat:	0.09	0.37	0.37	0.04	0.41	0.41	0.04	0.10	0.10		0.03	0.07	0.07	
Crit Moves:	****				****			****			****			

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

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	3.87	0.13	1.00	0.48	0.52	1.00	0.50	0.50
Final Sat.:	1600	6194	206	1600	6191	209	1600	762	838	1600	806	794
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.38	0.05	0.35	0.35	0.04	0.10	0.10	0.04	0.08	0.08
Crit Moves:	****				****			****		****		

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	4800	1600	3200	3923	877
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.15	0.08	0.26	0.17	0.12	0.19	0.09	0.13	0.24	0.24
Crit Moves:	****				****		****				****	

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

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	2 0	4	0 1	0 1	0	0 1	1 1	0	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 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
OvlAdjVol:									93			9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.57	0.43	1.00	1.42	0.58	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	914	686	1600	2275	925	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.06	0.04	0.43	0.04	0.06	0.06	0.12	0.05	0.05	0.05
OvlAdjV/S :									0.06			0.01
Crit Moves:	****				****		****				****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6253	147	3200	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.46	0.05	0.43	0.05	0.05	0.03	0.06	0.07	0.02	0.12
Crit Moves:		****		****			****					****

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.033	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	F	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4	0	1	2 0 3	1	0	1 0 1	1	0	2 0 3	0	1
Volume Module: >> Count Date: 24 Mar 2005 << 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 4.00		1.00	2.00 3.91		0.09	1.00	1.68	0.32	2.00	3.00	1.00
Final Sat.:	1600 6400		1600	3200 6257		143	1600	2681	519	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10 0.34		0.13	0.22 0.35		0.35	0.09	0.17	0.17	0.14	0.14	0.30
Crit Moves:	****			****			****					****

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

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	52	Level Of Service:	C	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 4.00		1.00	2.00 4.00		1.00	1.00	0.61	0.39	1.00	0.54	0.46
Final Sat.:	3200 6400		1600	3200 6400		1600	1600	975	625	1600	856	744
Capacity Analysis Module:												
Vol/Sat:	0.02 0.36		0.00	0.06 0.37		0.04	0.11	0.10	0.10	0.14	0.10	0.13
Crit Moves:	****			****				****		****		

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 4	0 1	2	0 4	0 1	2	0 2	1 0	2	0 2	1 0
Volume Module: >> Count Date: 22 Mar 2005 << 1215-1315												
Base Vol:	268	1332	621	330	1513	230	389	487	170	494	645	393
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	3629	1171	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.40	0.11	0.27	0.16	0.13	0.15	0.15	0.16	0.22	0.26
Crit Moves:			****	****			****					****

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

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.929
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.79	0.21	1.00	3.81	0.19	0.60	0.40	1.00	0.59	0.41	1.00
Final Sat.:	1600	6072	328	1600	6096	304	968	632	1600	948	652	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.40	0.24	0.37	0.37	0.08	0.14	0.05	0.07	0.12	0.04
Crit Moves:		****		****				****		****		

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.997
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	206	1792	80	541	1430	103	94	451	114	198	461	577
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.84	0.16	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	6146	254	3200	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.32	0.17	0.34	0.07	0.06	0.15	0.07	0.13	0.15	0.37
Crit Moves:		****			****			****				****

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

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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
OvlAdjVol:												40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.59	0.41	1.00	3.00	1.00	1.00	0.69	0.31	1.00	0.09	1.91
Final Sat.:	1600	5751	649	1600	4800	1600	1600	1103	497	1600	149	3051
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.17	0.34	0.01	0.02	0.02	0.02	0.18	0.18	0.18
OvlAdjV/S :												0.01
Crit Moves:		****			****			****			****	

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	1 0	2	0 3	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 28 Apr 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4469	331	3200	4800	1600	1600	3802	998	1600	3552	1248
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.12	0.22	0.24	0.21	0.22	0.22	0.12	0.26	0.26
Crit Moves:		****			****			****			****	

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

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	1 0	0 1		0	1 0	0 1	
Volume Module: >> Count Date: 12 May 2005 << 1230-1330														
Base Vol:	15	1354	20	21	1374	24	25	24	28		21	21	22	
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	0.51	0.49	1.00		0.50	0.50	1.00	
Final Sat.:	1600	4737	63	1600	4726	74	816	784	1600		800	800	1600	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.33	0.33	0.01	0.33	0.33	0.02	0.03	0.02		0.01	0.03	0.01	
Crit Moves:	****				****		****					****		

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

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1	0	1 0 2	1	0	0 1 0	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:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 2.96	0.04		1.00 2.95	0.05		0.62	0.90	0.48	1.00	1.00	1.00
Final Sat.:	1600 4734	66		1600 4725	75		1000	1433	767	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.33	0.33		0.02 0.36	0.36		0.02	0.03	0.03	0.01	0.04	0.03
Crit Moves:	****			****			****				****	

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

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 2	1	0	0 1 0	0	1	0 1 0	1	0
Volume Module: >> Count Date: 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:	1600 1600	1600		1600 1600	1600		1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 3.00	1.00		1.00 2.66	0.34		0.96	0.04	1.00	0.58	0.42	1.00
Final Sat.:	1600 4800	1600		1600 4260	540		1536	64	1600	923	677	1600
Capacity Analysis Module:												
Vol/Sat:	0.02 0.29	0.02		0.02 0.33	0.33		0.11	0.11	0.03	0.01	0.01	0.02
Crit Moves:	****			****			****					****

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

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.50	0.50	1.00	1.00	0.02	1.98
Final Sat.:	1600	3200	1600	3200	3181	19	800	800	1600	1600	24	3176
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.05	0.08	0.39	0.39	0.00	0.00	0.00	0.04	0.08	0.08
Crit Moves:		****		****			****				****	

EXWP-MID WKDAY Wed Nov 15, 2006 06:42:03 Page 96-1

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

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.93	0.07	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3096	104	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.46	0.46	0.06	0.33	0.00
Crit Moves:			****					****		****		

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

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.02	0.37	0.00	0.00	0.40	0.06
Crit Moves:				****			****				****	

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

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.69	0.31	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	1067	1600	1103	497	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.01	0.02	0.02	0.01	0.42	0.01	0.01	0.38	0.02
Crit Moves:			****	****				****		****		

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

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1	0	1 0	0 0 1	1	0 2	1 0	1	0 4	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330												
Base Vol:	79	5	34	20	0	20	32	1666	98	45	1731	18
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.00	1.00	1.00	2.84	0.16	1.00	4.00	1.00
Final Sat.:	1600	205	1395	1600	0	1600	1600	4541	259	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.01	0.00	0.01	0.02	0.39	0.39	0.03	0.29	0.01
Crit Moves:	****					****		****			****	

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0	0	0 0	0 0	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
Reduced Vol:	0	0	0	0	0	0	179	1149	0	0	731	518
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	179	1149	0	0	731	518
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.17	0.83
Final Sat.:	0	0	0	0	0	0	1600	3200	0	0	1873	1327
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.36	0.00	0.00	0.39	0.39
Crit Moves:							****				****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	1		1	0	1!	0	0		0	0	2	0	1		0	0	2	0	0	
Volume Module: >> Count Date: 19 Apr 2005 << 1230-1330																								
Base Vol:	0	0	17	427	0	181	0	751	19	0	674	0												
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	1.00	1.40	0.01	0.59	0.00	2.00	1.00	0.00	2.00	0.00												
Final Sat.:	0	0	1600	2247	0	953	0	3200	1600	0	3200	0												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.01	0.20	0.00	0.20	0.00	0.24	0.01	0.00	0.22	0.00												
Crit Moves:			****	****				****		****														

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

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Split Phase						Split Phase					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		0	0	0	0	2		0	0	0	0	0		0	0	2	0	1	
Volume Module: >> Count Date: 7 Apr 2005 << 1245-1345																								
Base Vol:	0	0	0	0	0	783	0	0	0	0	664	200												
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	0	0	3200	0	0	0	0	3200	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.25	0.00	xxxx	0.00	0.00	0.21	0.13												
Crit Moves:						****					****													

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

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

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.183	
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	14	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 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
Reduced Vol:	0	0	229	0	0	0	0	728	814	0	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.:	0	0	229	0	0	0	0	728	814	0	1	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	1600	0	0	0	0	3200	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.23	0.25	0.00	xxxx	0.00
Crit Moves:			****				****				****	

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802	
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.94	0.01	0.05	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3115	0	85	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.20	0.37	0.06	0.29	0.00
Crit Moves:	****								****	****		

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 << 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
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.42	0.58	0.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3880	920	373	0	2827	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.00	0.00	0.38	0.38	0.25	0.00	0.25	0.00	0.00	0.00
OvlAdjV/S :									0.00			
Crit Moves:	****				****		****					

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

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.43	xxxx	0.57
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2282	0	918
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.22	0.04	0.23	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S :			0.00									
Crit Moves:		****		****						****		

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

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	37	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	1! 0 0	2	0	3 0 0	0 0	2	0 1
Volume Module:	>> Count Date: 12 May 2005 << 1300-1400											
Base Vol:	0	0	0	386	0	73	391	821	0	0	832	326
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.49	xxxx	0.51	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2379	0	821	3200	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.17	0.15	0.18	0.00	0.00	0.27	0.21
Crit Moves:				****				****			****	

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.328	
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	F	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	1	0 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:	>> Count Date: 24 Mar 2005 << 1230-1330											
Base Vol:	51	171	40	373	107	318	688	752	18	81	851	138
Growth Adj:	1.03	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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.77	1.00	0.78	0.22	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	368	1232	1600	1243	357	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.03	0.31	0.31	0.20	0.44	0.27	0.01	0.05	0.35	0.09
OvlAdjV/S :						0.00						
Crit Moves:		****			****			****				****

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

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.02	0.35	0.00	0.00	0.23	0.01
Crit Moves:						****		****		****		

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

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 3	1 0	1	0 3	0 0
Volume Module: >> Count Date: 24 Mar 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.90	0.10	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6238	162	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.25	0.25	0.09	0.34	0.00
Crit Moves:			****					****			****	

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

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

Intersection #110 Madison St/SkyparK Dr

Cycle (sec):	100		Critical Vol./Cap.(X):		0.600
Loss Time (sec):	4	(Y+R=4.0 sec)	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	26		Level Of Service:		A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.58	0.42	1.00	1.84	0.16
Final Sat.:	1600	1600	1600	1600	2553	647	1600	2532	668	1600	2943	257
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.17	0.05	0.08	0.08	0.02	0.15	0.15	0.19	0.22	0.22
Crit Moves:			****	****				****		****		

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

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec):	100		Critical Vol./Cap.(X):		0.601
Loss Time (sec):	6	(Y+R=4.0 sec)	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	31		Level Of Service:		B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.34	0.44	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.70	0.30
Final Sat.:	353	2141	706	1600	1600	1600	1600	4728	72	1600	4324	476
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.04	0.09	0.10	0.09	0.10	0.27	0.27	0.05	0.30	0.30
Crit Moves:		****		****			****				****	

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

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.437
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.80	0.20	1.79	0.21	1.00	1.44	0.56	1.00
Final Sat.:	1600	4800	1600	1600	4480	320	2868	332	1600	2311	889	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.04	0.02	0.27	0.27	0.03	0.03	0.04	0.02	0.02	0.02
Crit Moves:	****				****				****			****

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

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.86	0.14	0.98	0.02	1.00	0.33	0.67	1.00
Final Sat.:	1600	4766	34	1600	4579	221	1566	34	1600	533	1067	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.00	0.26	0.26	0.09	0.09	0.03	0.00	0.01	0.00
Crit Moves:	****				****		****				****	

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

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4426	374	3200	4800	1600	3200	3200	1600	3200	4106	694
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.06	0.18	0.11	0.08	0.26	0.12	0.06	0.24	0.24
Crit Moves:		****			****			****			****	

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

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:						56						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	4800	0	1600	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.00	0.00	0.23	0.09	0.03	0.00	0.05	0.00	0.00	0.00
OvlAdjV/S :						0.03						
Crit Moves:		****			****				****			

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

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	4800	1600	1600	4191	609
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.07	0.06	0.14	0.16	0.07	0.20	0.05	0.05	0.27	0.27
Crit Moves:		****			****			****			****	

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

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	2	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 22 Mar 2005 << 1215-1315												
Base Vol:	3	471	8	114	645	77	22	10	5	3	27	288
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	2.00	2.00	1.00	1.00	1.33	0.67	1.00	1.00	1.00
Final Sat.:	1600	4721	79	3200	3200	1600	1600	2133	1067	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.04	0.21	0.05	0.01	0.00	0.00	0.00	0.02	0.19
Crit Moves:	****				****		****					****

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

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	3 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
OvlAdjVol:						0						51
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	3200	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.10	0.07	0.31	0.00	0.00	0.32	0.18
OvlAdjV/S :						0.00						0.03
Crit Moves:				****			****			****		

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

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0	1	1 0	1	0	1 0	1	1	0 0 1
Volume Module: >> Count Date: 20 Apr 2005 << 1200-1300												
Base Vol:	58	279	89	112	377	21	27	19	84	151	17	142
Growth Adj:	1.03	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	1.66	1.00	0.45	1.55	1.00	1.00	1.00	1.00	1.81	0.19	1.00
Final Sat.:	541	2659	1600	720	2480	1600	1600	1600	1600	2892	308	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.06	0.07	0.16	0.01	0.02	0.01	0.05	0.06	0.06	0.09
OvlAdjV/S :			0.00									
Crit Moves:	****			****					****			****

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

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.02	0.08	0.14	0.18	0.06	0.34	0.04	0.02	0.39	0.07
Crit Moves:		****			****			****			****	

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

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

Intersection #121 Maple Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.78	0.22		1.00	0.80	0.20		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1251	349		1600	1284	316		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.14	0.14		0.04	0.14	0.14		0.03	0.36	0.05		0.05	0.33	0.06	
Crit Moves:	****					****				****			****			

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

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 1230-1330												
Base Vol:	133	311	53	34	257	21	17	70	115	33	123	45
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.46	0.54
Final Sat.:	1600	2734	466	1600	2958	242	1600	1600	1600	1600	2343	857
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.12	0.02	0.09	0.09	0.01	0.05	0.07	0.02	0.05	0.05
Crit Moves:	****				****				****	****		

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

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.65	0.35	1.00	1.68	0.32	2.00	2.56	0.44		2.00	3.73	0.27	
Final Sat.:	1600	2648	552	1600	2694	506	3200	4101	699		3200	5972	428	
Capacity Analysis Module:														
Vol/Sat:	0.14	0.11	0.11	0.05	0.09	0.09	0.03	0.39	0.39		0.04	0.25	0.25	
Crit Moves:	****				****			****			****			

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1				0	1 0	0 1			
Volume Module: >> Count Date: 10 May 2005 << 1200-1300																		
Base Vol:	1	314	2	55	500	95	11	7	2				2	13	57			
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39	1.00				0.13	0.87	1.00			
Final Sat.:	1600	1600	1600	1600	1600	1600	978	622	1600				213	1387	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.20	0.00	0.04	0.32	0.06	0.01	0.01	0.00				0.00	0.01	0.04			
Crit Moves:	****				****		****								****			

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

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) 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): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1	0 1	0 1	1	0 1	0 1	0	1 0	0 1				1	0 0	0 1			
Volume Module: >> Count Date: 10 May 2005 << 1200-1300																		
Base Vol:	72	282	5	12	465	17	22	3	67				0	0	7			
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.12	1.00				1.00	0.00	1.00			
Final Sat.:	1600	1600	1600	1600	1600	1600	1408	192	1600				1600	0	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.05	0.18	0.00	0.01	0.30	0.01	0.01	0.02	0.04				0.00	0.00	0.00			
Crit Moves:	****				****				****				****					

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

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.449
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.93	0.07	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4689	111	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.27	0.27	0.02	0.38	0.00
Crit Moves:			****				****				****	

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

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
OvlAdjVol:			64									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	1.00	0.44	0.56	2.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1105	495	1600	1600	709	891	3200	4479	321	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.13	0.03	0.06	0.06	0.02	0.21	0.21	0.09	0.22	0.01
OvlAdjV/S :			0.04									
Crit Moves:	****				****			****			****	

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

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 12 May 2005 << 1300-1400												
Base Vol:	9	107	61	94	79	59	52	496	14	42	456	69
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	0.55	0.45	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	124	1476	1600	873	727	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.04	0.06	0.11	0.04	0.03	0.16	0.01	0.03	0.15	0.05
Crit Moves:		****		****				****		****		

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

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1	0	0 1	0	2	1 0	1	0 2	0 1
Volume Module: >> Count Date: 30 Mar 2005 << 1245-1345												
Base Vol:	138	5	147	28	8	1	1	843	134	188	1051	10
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.39	0.05	1.56	1.00	0.89	0.11	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	2232	81	2487	1600	1422	178	1600	4253	547	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.01	0.01	0.00	0.25	0.25	0.12	0.41	0.01
Crit Moves:		****		****				****			****	

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

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
OvlAdjVol:			27									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.16	0.04	0.07	0.03	0.03	0.17	0.02	0.15	0.16	0.05
OvlAdjV/S :			0.02									
Crit Moves:		****			****				****		****	

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

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.23	0.77	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1964	1236	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.02	0.08	0.04	0.07	0.23	0.11	0.12	0.25	0.04
Crit Moves:	****				****			****		****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	0.62	0.38	1.00	0.15	0.85	1.00
Final Sat.:	1600	3136	64	1600	3200	1600	991	609	1600	235	1365	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.03	0.19	0.05	0.05	0.07	0.14	0.01	0.05	0.02
Crit Moves:	****				****				****	****		

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

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.90	0.10	1.00	1.00	1.00	0.17	0.83	1.00
Final Sat.:	1600	3168	32	1600	3042	158	1600	1600	1600	278	1322	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.02	0.26	0.26	0.04	0.03	0.03	0.01	0.03	0.02
Crit Moves:		****			****			****			****	

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

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.371
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	0 1	0	0 1	1 0	1	0 1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	14	704	114	33	716	11	12	19	4	97	20	30
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	0.39	0.61	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3152	48	619	981	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.02	0.24	0.24	0.01	0.02	0.00	0.06	0.01	0.02
Crit Moves:		****		****				****		****		

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

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.02	0.00	0.00	0.00	0.00	0.40	0.11	0.02	0.42	0.00
Crit Moves:	****							****		****		

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120		Critical Vol./Cap.(X):		0.871
Loss Time (sec):	8	(Y+R=4.0 sec)	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	88		Level Of Service:		D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.11	0.13	0.21	0.09	0.11	0.21	0.14	0.13	0.27	0.16
Crit Moves:	****				****		****				****	

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

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120		Critical Vol./Cap.(X):		0.718
Loss Time (sec):	8	(Y+R=4.0 sec)	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	49		Level Of Service:		C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	2	0 1	1 0	2	1 0	2 0	2	0 1
Volume Module: >> Count Date: 6 Apr 2005 << 1300-1400												
Base Vol:	36	556	328	240	844	72	94	830	130	265	812	120
Growth Adj:	1.03	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
OvlAdjVol:			201									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.59	0.41	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4151	649	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.21	0.15	0.31	0.05	0.06	0.21	0.21	0.09	0.26	0.08
OvlAdjV/S :			0.13									
Crit Moves:	****				****		****				****	

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

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	1	0 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.55	0.45		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2487	713		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.32	0.07		0.04	0.34	0.06		0.09	0.11	0.11		0.12	0.09	0.02	
Crit Moves:	****					****				****			****			

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	2.56	0.44		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		1600	4800	1600		1600	4100	700		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.14	0.25		0.06	0.19	0.13		0.16	0.21	0.21		0.11	0.21	0.05	
Crit Moves:	****					****			****					****		

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.08	0.06	0.24	0.23	0.10	0.36	0.09	0.03	0.31	0.20
Crit Moves:	****				****		****				****	

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

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2809	391	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.07	0.11	0.13	0.13	0.05	0.27	0.01	0.09	0.31	0.14
Crit Moves:		****		****				****		****		

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

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.43	0.38	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	303	692	605	1481	119	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:														
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.05	0.04	0.27	0.00	0.01	0.27	0.09
Crit Moves:	****			****			****				****	

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

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	2.94	0.06
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4419	381	1600	4709	91
Capacity Analysis Module:														
Vol/Sat:	0.06	0.09	0.04	0.05	0.06	0.02	0.04	0.28	0.28	0.05	0.32	0.32
Crit Moves:		****		****			****				****	

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

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1600	1600	1600	480	1120	1600	1600	3200	1600	1600	3125	75
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.08	0.01	0.02	0.00	0.01	0.47	0.06	0.06	0.39	0.39
Crit Moves:			****	****				****		****		

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

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1	0	2 0 1	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2704	496	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.15	0.12	0.06	0.11	0.25	0.05	0.06	0.24	0.10
Crit Moves:		****		****				****			****	

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

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	1	0	1		0	1	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.24	1.76	1.00				0.16	1.84	1.00				0.19	0.81	1.00				0.19	0.81	1.00			
Final Sat.:	377	2823	1600				260	2940	1600				304	1296	1600				301	1299	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.11	0.02				0.02	0.13	0.01				0.02	0.09	0.02				0.02	0.10	0.04			
Crit Moves:	****							****					****							****				

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

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00				1.00	1.67	0.33				1.00	2.80	0.20				1.00	2.71	0.29			
Final Sat.:	1600	3200	1600				1600	2672	528				1600	4486	314				1600	4343	457			
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.13	0.08				0.04	0.11	0.11				0.03	0.18	0.18				0.08	0.18	0.18			
Crit Moves:		****					****							****						****				

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

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.69	0.31	1.00	1.60	0.40	1.00	1.56	0.44
Final Sat.:	1600	2481	719	1600	2704	496	1600	2565	635	1600	2491	709
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.05	0.13	0.13	0.03	0.09	0.09	0.07	0.10	0.10
Crit Moves:	****				****			****			****	

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

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	3200	1600	1600	2426	774	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.11	0.06	0.14	0.14	0.08	0.20	0.07	0.08	0.24	0.04
Crit Moves:	****				****		****				****	

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

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.09	0.04	0.20	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Moves:		****		****						****		

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.278
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2606	594	3200	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.04	0.02	0.21	0.21	0.25	0.87	0.05	0.09	0.31	0.04
Crit Moves:	****				****			****		****		

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

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1230-1330												
Base Vol:	108	471	18	56	469	54	64	42	82	52	18	30
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	0.38	1.00	0.74	0.26	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	994	606	1600	1189	411	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.01	0.04	0.15	0.04	0.04	0.07	0.05	0.03	0.05	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.45	0.03	0.03	0.33	0.00
Crit Moves:			****					****		****		

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

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	0	0	1	0	2	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.03	0.41	0.00	0.00	0.48	0.05
Crit Moves:				****			****				****	

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

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	3	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.05	0.13	0.01	0.05	0.04	0.21	0.03	0.04	0.28	0.06
Crit Moves:			****	****			****				****	

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

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	1600	3200	1600	3200	3200	1600	1600	4800	1600	1600	3662	1138
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.19	0.08	0.21	0.07	0.08	0.16	0.05	0.17	0.20	0.20
Crit Moves:		****		****				****		****		

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

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

Intersection #157 Western Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2275	925	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.07	0.05	0.26	0.05	0.08	0.09	0.09	0.07	0.08	0.05
Crit Moves:		****		****				****			****	

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

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

Intersection #158 Western Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			77						213			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	4800	1600	3200	3296	1504	3200	4800	1600	3200	3543	1257
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.12	0.05	0.29	0.29	0.10	0.12	0.21	0.07	0.17	0.17
OvlAdjV/S :			0.05						0.13			
Crit Moves:	****				****		****				****	

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

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

Intersection #159 Western Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.33	0.01	0.04	0.22	0.07	0.09	0.00	0.26	0.03	0.00	0.03
Crit Moves:	****				****				****	****		

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

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	2.027
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.68	0.32	1.00	1.00	1.00	0.13	0.82	0.05
Final Sat.:	1600	3200	1600	1600	4293	507	1600	1600	1600	205	1309	86
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.04	0.03	0.25	0.25	0.53	0.87	0.05	0.77	0.77	0.77
Crit Moves:		****		****				****		****		

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

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.04	0.03	0.21	0.05	0.08	0.27	0.03	0.08	0.26	0.03
OvlAdjV/S :						0.00						
Crit Moves:		****		****				****		****		

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

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

Intersection #162 Western Ave/213th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.89	0.11	0.43	0.57	1.00	0.22	0.56	0.22
Final Sat.:	1600	3200	1600	1600	4625	175	689	911	1600	357	885	357
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.05	0.01	0.24	0.24	0.05	0.13	0.07	0.01	0.06	0.06
Crit Moves:		****		****				****		****		

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

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

Intersection #163 Western Ave/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.07	0.11	0.27	0.08	0.06	0.25	0.04	0.08	0.36	0.10
Crit Moves:		****		****				****			****	

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

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

Intersection #164 Western Ave/220th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.48	0.24	0.28	0.14	0.58	0.28
Final Sat.:	1600	3200	1600	1600	3200	1600	762	394	444	217	932	450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.01	0.02	0.33	0.03	0.04	0.08	0.08	0.01	0.07	0.07
Crit Moves:		****		****			****				****	

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

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

Intersection #165 Western Ave/223rd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.05	0.05	0.32	0.01	0.05	0.09	0.10	0.14	0.10	0.05
Crit Moves:	****				****				****	****		

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

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

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 13 Apr 2005 << 1230-1330												
Base Vol:	14	1285	9	19	1202	10	3	0	10	5	0	49
Growth Adj:	1.03	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
Reduced Vol:	14	1468	9	20	1431	10	3	0	10	5	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1468	9	20	1431	10	3	0	10	5	0	50
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.23	0.00	0.77	0.09	0.00	0.91
Final Sat.:	1600	3200	1600	1600	3200	1600	369	0	1231	148	0	1452
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.01	0.01	0.45	0.01	0.00	0.00	0.01	0.00	0.00	0.03
Crit Moves:		****		****			****					****

EXWP-MID WKDAY Wed Nov 15, 2006 06:42:11 Page 168-1

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.53	0.47	1.00	2.43	0.57	1.00	2.77	0.23	1.00	2.42	0.58
Final Sat.:	1600	4054	746	1600	3893	907	1600	4428	372	1600	3875	925
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.24	0.17	0.22	0.22	0.20	0.27	0.27	0.20	0.32	0.32
Crit Moves:		****		****			****				****	

EXWP-MID WKDAY Wed Nov 15, 2006 06:42:11 Page 169-1

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

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

Intersection #168 Western Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module: >> Count Date: 12 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
Reduced Vol:	75	1001		1	21	1054		18	19		1	70	2		1	29
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	75	1001		1	21	1054		18	19		1	70	2		1	29
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600		1600	1600	1600		1600	1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	0.95		0.05	1.00	0.67		0.33	1.00
Final Sat.:	1600	3200		1600	1600	3200		1600	1516		84	1600	1067		533	1600
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31		0.00	0.01	0.33		0.01	0.01		0.01	0.04	0.00		0.00	0.02
Crit Moves:	****					****						****	****			

EXWP-MID WKDAY Wed Nov 15, 2006 06:42:11 Page 170-1

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

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.91	0.09		1.00	0.92	0.08		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1449	151		1600	1467	133		1600	1600	3200		1600	1600	3200		1600
Capacity Analysis Module:																
Vol/Sat:	0.04	0.05		0.05	0.01	0.02		0.02	0.02	0.32		0.05	0.04	0.34		0.01
Crit Moves:		****			****				****					****		

EXWP-MID WKDAY Wed Nov 15, 2006 06:42:11 Page 171-1

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

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 31 Mar 2005 << 1200-1300												
Base Vol:	33	67	51	65	78	36	54	823	45	58	777	52
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.45	0.55	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	528	1072	1600	727	873	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.03	0.04	0.09	0.02	0.03	0.27	0.03	0.04	0.25	0.03
Crit Moves:	****				****			****			****	

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EXWP-MID WKDAY Wed Nov 15, 2006 06:42:11 Page 172-1

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

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 30 Mar 2005 << 1300-1400												
Base Vol:	10	58	70	77	64	75	23	364	43	36	433	71
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.42	0.51	1.00	1.00	1.00	1.00	1.79	0.21	1.00	1.72	0.28
Final Sat.:	116	672	812	1600	1600	1600	1600	2862	338	1600	2749	451
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.05	0.04	0.05	0.01	0.13	0.13	0.02	0.16	0.16
Crit Moves:		****		****			****				****	

Weekday PM Peak Hour

EXWP-PM Wed Nov 15, 2006 06:40:47 Page 3-1

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

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1600	374	1226	1600	1600	1600	1600	3200	1600	1600	3171	29
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.05	0.02	0.01	0.06	0.03	0.41	0.05	0.02	0.40	0.40
Crit Moves:	****					****	****				****	

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

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	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	1600	1600	4800	0	0	4700	100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.01	0.31	0.00	0.00	0.34	0.34
Crit Moves:						****	****				****	

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

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00				1.00	2.00	0.00			
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600				1600	3200	0			
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.49	0.08				0.02	0.36	0.00			
Crit Moves:	****							****					****					

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

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.89	0.11	1.00	1.93	0.07	1.00	1.00	2.99	0.01				1.00	2.82	0.18			
Final Sat.:	1429	171	1600	3092	108	1600	1600	4784	16				1600	4505	295			
Capacity Analysis Module:																		
Vol/Sat:	0.02	0.02	0.00	0.12	0.12	0.04	0.02	0.51	0.51				0.01	0.47	0.47			
Crit Moves:		****			****			****					****					

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

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	29	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.66	0.39	0.95	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	1600	1600	1600	1052	624	1524	1600	4800	1600	1600	4511	289
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.05	0.04	0.05	0.05	0.07	0.32	0.01	0.08	0.36	0.36
Crit Moves:			****	****			****				****	

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

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489	
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	21	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.56	0.05	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	1067	1600	895	78	627	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.05	0.09	0.09	0.03	0.31	0.01	0.04	0.30	0.04
Crit Moves:	****				****			****			****	

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

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

Intersection #7 Anza Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.93	xxxx	1.07	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3094	0	1706	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.33	0.21	0.33	0.35	0.00
OvlAdjV/S :			0.00									
Crit Moves:	****							****		****		

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

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

Intersection #8 Anza Ave/Halison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.73	0.27	1.00	0.29	0.71	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1173	427	1600	471	1129	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.02	0.27	0.01	0.01	0.02	0.01	0.01	0.03	0.02
Crit Moves:		****		****			****				****	

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

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.972
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.72	0.28	1.00	1.87	0.13
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4344	456	1600	3000	200
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.05	0.05	0.27	0.05	0.10	0.28	0.28	0.10	0.48	0.48
Crit Moves:	****				****		****				****	

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

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.61	0.39	1.00	0.53	0.47	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	977	623	1600	851	749	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.03	0.07	0.33	0.02	0.03	0.05	0.03	0.03	0.06	0.08
Crit Moves:		****		****			****					****

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

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	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:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			0.53	0.47	1.00			0.45	0.55	1.00		
Final Sat.:	1600	3200	1600			1600	3200	1600			845	755	1600			713	887	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.40	0.04			0.06	0.33	0.05			0.03	0.06	0.04			0.02	0.05	0.05		
Crit Moves:		****				****					****						****			

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

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	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:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			1.00	2.53	0.47			1.00	2.00	1.00		
Final Sat.:	1600	3200	1600			1600	3200	1600			1600	4055	745			1600	3200	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.17	0.27	0.08			0.13	0.24	0.13			0.14	0.26	0.26			0.12	0.37	0.16		
Crit Moves:	****						****				****						****			

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

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					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:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			0.51	0.49	1.00			0.36	0.64	1.00		
Final Sat.:	1600	3200	1600			1600	3200	1600			821	779	1600			579	1021	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.39	0.01			0.02	0.34	0.03			0.03	0.05	0.03			0.01	0.04	0.02		
Crit Moves:		****					****					****					****			

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

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	1	0	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:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Lanes:	1.00	2.00	1.00			1.00	2.00	1.00			1.00	1.00	1.00			2.00	1.00	1.00		
Final Sat.:	1600	3200	1600			1600	3200	1600			1600	1600	1600			3200	1600	1600		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.31	0.19			0.14	0.29	0.03			0.01	0.17	0.02			0.16	0.28	0.18		
Crit Moves:		****					****					****					****			

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.149
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module: >> Count Date: 22 Mar 2005 << 1630-1730												
Base Vol:	268	853	179	264	919	144	173	912	226	270	992	324
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2583	617	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.12	0.17	0.34	0.09	0.11	0.39	0.39	0.17	0.34	0.21
Crit Moves:	****				****			****		****		

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

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0	1	0 0	1	0	1 0
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.64	0.36	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1007	593	1600	1029	571	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.01	0.01	0.40	0.03	0.01	0.02	0.04	0.02	0.03	0.01
Crit Moves:	****				****				****	****		

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

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module: >> Count Date: 11 May 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.34	xxxx	1.66
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2148	0	2652
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.18	0.27	0.30	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:		****		****								****

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

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	3051	149	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.01	0.02	0.22	0.40	0.16	0.16	0.06	0.00	0.02	0.01
Crit Moves:	****					****		****			****	

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

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	1.14	0.86	1.65	1.35	1.00	1.00	2.00	1.00	1.00	2.00	1.00								
Final Sat.:	1600	1818	1382	2639	2161	1600	1600	3200	1600	1600	3200	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.09	0.09	0.12	0.12	0.12	0.09	0.37	0.03	0.13	0.38	0.15								
Crit Moves:	****				****			****			****									

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

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.017
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.21	0.79	1.00	0.08	0.92	1.00	1.00	2.00	1.00	1.00	2.00	1.00								
Final Sat.:	344	1256	1600	128	1472	1600	1600	3200	1600	1600	3200	1600								
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.21	0.14	0.02	0.22	0.00	0.01	0.57	0.07	0.15	0.50	0.02								
Crit Moves:	****				****			****			****									

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

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.15	0.85	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	476	1124	1600	234	1366	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.03	0.02	0.15	0.03	0.01	0.50	0.02	0.05	0.51	0.02
Crit Moves:	****				****			****			****	

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

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			10			0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.79	0.21	1.00	2.78	0.22
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4458	342	1600	4441	359
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.10	0.03	0.18	0.09	0.11	0.39	0.39	0.09	0.38	0.38
OvlAdjV/S :			0.01			0.00						
Crit Moves:	****				****			****			****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.89		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.98	1.00	0.95
Satd. Flow (prot)		1763	1500	1583	1564		1500	1583		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 - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.25	0.75	1.00	0.32	0.68	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	406	1194	1600	520	1080	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.06	0.04	0.43	0.06	0.01	0.04	0.03	0.01	0.03	0.04
Crit Moves:	****				****			****		****		

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

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.20	0.80	1.00	0.11	0.89	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	322	1278	1600	178	1422	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.01	0.03	0.42	0.03	0.04	0.22	0.06	0.01	0.10	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.13	0.16	0.03	0.03	0.44	0.03	0.03	0.41	0.10
Crit Moves:	****				****			****		****		

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

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4669	131	1600	4652	148
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.05	0.04	0.11	0.09	0.06	0.39	0.39	0.03	0.36	0.36
Crit Moves:		****		****				****		****		

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

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3033	167	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.04	0.06	0.15	0.18	0.09	0.55	0.55	0.07	0.40	0.04
Crit Moves:	****					****		****		****		

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

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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
OvlAdjVol:						10						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2972	228
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.06	0.08	0.18	0.15	0.14	0.35	0.04	0.13	0.41	0.41
OvlAdjV/S :						0.01						
Crit Moves:		****			****			****				****

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

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.309
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 10 May 2005 << 1645-1745												
Base Vol:	0	0	0	73	0	28	33	487	0	2	622	64
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1600	0	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.02	0.16	0.00	0.00	0.20	0.04
Crit Moves:				****			****				****	

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

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	16	10	10	24	9	26	49	1403	17	14	1102	32
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	985	615	1600	1164	436	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.02	0.02	0.02	0.03	0.45	0.01	0.01	0.35	0.02
Crit Moves:		****		****				****		****		

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

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.44	1.00	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	896	704	1600	1434	166	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.02	0.02	0.01	0.02	0.59	0.01	0.00	0.52	0.01
Crit Moves:		****		****				****		****		

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

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3991	809
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.12	0.10	0.41	0.16	0.13	0.23	0.09	0.12	0.21	0.21
Crit Moves:		****		****				****		****		

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

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

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

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.43	0.42	0.15		0.61	0.39	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		681	681	238		969	631	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.50	0.02		0.08	0.47	0.03		0.03	0.07	0.07		0.06	0.09	0.05	
Crit Moves:		****			****					****			****			

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

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	2	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	4634	166		1600	3200	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.48	0.14		0.10	0.28	0.28		0.07	0.29	0.03		0.07	0.27	0.10	
Crit Moves:		****			****					****			****			

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

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.141
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			292									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.61	0.39	1.02	1.42	0.56
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2570	630	1636	2272	892
Capacity Analysis Module:												
Vol/Sat:	0.05	0.45	0.60	0.05	0.40	0.09	0.09	0.16	0.16	0.41	0.41	0.41
OvlAdjV/S :			0.18									
Crit Moves:		****			****			****			****	

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.269
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 3	0 1	2	0 2	1 0	2	0 2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 1630-1730												
Base Vol:	241	1740	196	131	1557	440	560	1107	153	167	996	71
Growth Adj:	1.03	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
OvlAdjVol:			147			165						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.67	0.33	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	4274	526	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.50	0.17	0.09	0.47	0.28	0.18	0.30	0.30	0.08	0.37	0.05
OvlAdjV/S :			0.09			0.10						
Crit Moves:	****				****			****				****

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.395
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.72	0.28				1.00	2.98	0.02				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1600	4357	443				1600	4762	38				1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.60	0.60				0.05	0.54	0.54				0.04	0.33	0.05				0.10	0.33	0.07			
Crit Moves:		****						****						****						****				

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

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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				24	0	24				24	0	24			
Initial Fut:	0	2585	77				90	2881	0				24	0	24				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				24	0	24				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				24	0	24				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				24	0	24				82	0	98			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	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	4661	139				1600	4800	0				0	0	0				1600	1600	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.55	0.55				0.06	0.60	0.00				xxxx	0.00	xxxx				0.05	0.00	0.06			
Crit Moves:		****						****													****			

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

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 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	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:	1600	1600		1600	1600	1600		1600	1600		1600	1600	1600		1600	1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	1.00	2.71		0.29	1.92		0.08	1.00	0.86		0.14	1.00
Final Sat.:	1600	4800		1600	1600	4340		460	3064		136	1600	1379		221	1600
Capacity Analysis Module:																
Vol/Sat:	0.06	0.44		0.00	0.00	0.61		0.61	0.18		0.18	0.14	0.02		0.02	0.02
Crit Moves:	****					****			****				****			

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.107
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	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	4800		1600	3200	4800		1600	3200	3200		1600	3200	4800		1600
Capacity Analysis Module:																
Vol/Sat:	0.08	0.39		0.14	0.17	0.44		0.20	0.07	0.41		0.09	0.07	0.28		0.16
Crit Moves:		****			****					****			****			

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

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.98	0.02				1.00	2.92	0.08				0.68	0.32	1.00				0.62	0.38	1.00			
Final Sat.:	1600	4767	33				1600	4677	123				1086	514	1600				989	611	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.50	0.50				0.03	0.51	0.51				0.04	0.05	0.06				0.03	0.05	0.03			
Crit Moves:		****						****						****						****				

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

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.078
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	2.00	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	4800	1600				3200	4359	441				3200	4205	595				3200	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.40	0.20				0.09	0.45	0.45				0.06	0.33	0.33				0.12	0.43	0.10			
Crit Moves:	****							****					****							****				

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

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0 2	1	0	1	0 3	0	0	0	0 0	0	0	1	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.89	0.11		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4618	182		1600	4800	0		0	0	0		1600	0	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.54	0.54		0.11	0.50	0.00		0.00	0.00	0.00		0.05	0.00	0.06	
Crit Moves:		****			****										****	

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

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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
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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	2.71	0.29		1.44	0.01	1.55		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4340	460		2312	0	2488		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.49	0.00		0.00	0.52	0.52		0.08	0.00	0.08		0.00	0.00	0.00	
Crit Moves:	****					****			****							

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

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

Intersection #46 Crenshaw Blvd/Park Del Amo-Scroc Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	1	1 0 3	0	1	1 0	0	1 0	0 0	1! 0	0
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	7 2050		15	8 2243		11	180	0	37	14	0	12
Growth Adj:	1.03 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:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	1.00 3.00	1.00		1.00 3.00	1.00		1.00 0.00	1.00		0.54 0.00	0.46	
Final Sat.:	1600 4800	1600		1600 4800	1600		1600 0	1600		862 0	738	
Capacity Analysis Module:												
Vol/Sat:	0.00 0.52	0.01		0.01 0.58	0.01		0.12 0.00	0.02		0.01 0.00	0.02	
Crit Moves:	****			****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.988
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600 1600	1600		1600 1600	1600		1600 1600	1600		1600 1600	1600	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	2.00 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 6400	1600		3200 4800	1600		3200 4800	1600		3200 6400	1600	
Capacity Analysis Module:												
Vol/Sat:	0.08 0.25	0.22		0.13 0.41	0.15		0.06 0.28	0.14		0.15 0.21	0.09	
Crit Moves:	****			****			****			****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.83	0.17
Final Sat.:	1600	4631	169	1600	4699	101	1600	1600	1600	1600	1329	271
Capacity Analysis Module:												
Vol/Sat:	0.09	0.55	0.55	0.06	0.52	0.52	0.04	0.19	0.20	0.04	0.16	0.16
Crit Moves:		****			****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	3.00	1.00	2.00	0.00	1.00	0.69	0.31	1.00
Final Sat.:	1600	4684	116	1600	4800	1600	3200	0	1600	1109	491	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.50	0.04	0.55	0.04	0.16	0.00	0.10	0.06	0.06	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.267
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	3	0 1	2 0	2	0 1	2 0	2	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730												
Base Vol:	95	1095	982	405	1748	229	671	951	70	503	753	250
Growth Adj:	1.03	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
OvlAdjVol:			754			0			0			0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.63	0.26	0.47	0.15	0.22	0.31	0.05	0.16	0.25	0.16
OvlAdjV/S :			0.47			0.00			0.00			0.00
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.61	0.01	0.38	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	2586	0	614	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.00	0.00	0.50	0.22	0.16	0.00	0.16	0.00	0.00	0.00
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	1.83	0.17	1.00	1.45	0.55	1.00
Final Sat.:	3200	4735	65	1600	4800	1600	2932	268	1600	2327	873	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.03	0.51	0.19	0.15	0.15	0.10	0.02	0.02	0.04
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.82	0.18	1.24	0.56	0.20	1.00	1.00	1.00
Final Sat.:	1600	4761	39	1600	4506	294	1982	892	326	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.11	0.47	0.47	0.18	0.18	0.18	0.03	0.02	0.06
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.416
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 2	1 0	2	0 1	1 0	2	0 2	1 0
Volume Module: >> Count Date: 19 Apr 2005 << 1630-1730												
Base Vol:	74	743	449	709	986	145	389	1123	72	403	1330	286
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.67	0.33	2.00	1.83	0.17	2.00	2.49	0.51
Final Sat.:	1600	4800	1600	1600	4276	524	3200	2922	278	3200	3981	819
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.32	0.46	0.33	0.33	0.13	0.43	0.43	0.14	0.37	0.37
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.91	0.09	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4656	144	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.10	0.35	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.82	0.18	1.00	2.57	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4509	291	1600	4116	684	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.22	0.35	0.35	0.17	0.15	0.03	0.02	0.12	0.15
Crit Moves:		****			****			****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #57 Del Amo Circle/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.03	0.05	0.18	0.02	0.03	0.10	0.28	0.21	0.04	0.25	0.11
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.09	0.02	0.01	0.01	0.02	0.38	0.08	0.13	0.31	0.01
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	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	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.10	0.10	0.40	0.00	0.00	0.39	0.08
OvlAdjV/S :												0.00
Crit Moves:						****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	1	0	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800																				
Base Vol:	12	3	6	65	2	225	49	550	2	5	665	42
Growth Adj:	1.03	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
Reduced Vol:	12	3	6	67	2	232	50	752	2	5	862	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.:	12	3	6	67	2	232	50	752	2	5	862	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.03	0.23	0.00	0.00	0.27	0.00
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.97	0.03
Final Sat.:	615	985	1600	1600	1600	1600	1600	4723	77	1600	4754	46
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.07	0.02	0.03	0.03	0.01	0.32	0.32	0.05	0.34	0.34
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1!	0 0	0 1	1	0 0	0 0	2	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 1700-1800												
Base Vol:	0	0	0	24	0	28	55	643	0	0	874	29
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.46	0.00	0.54	0.16	1.84	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	738	0	862	252	2948	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.03	0.04	0.22	0.00	0.00	0.28	0.02
Crit Moves:						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.94	0.06	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3111	89	1600	1600	29	1571	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.07	0.14	0.14	0.04	0.37	0.07	0.05	0.34	0.02
Crit Moves:			****			****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	0		0	1	0	0	1		0	0	1	1	0		1	0	2	0	0	
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745																								
Base Vol:	0	0	0				9	1	14				0	1566		21			2	1679			0	
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600	1600		1600			1600	1600			1600	
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00		1.00			1.00	1.00			1.00	
Lanes:	0.00	0.00	0.00				0.90	0.10	1.00				0.00	1.98		0.02			1.00	2.00			0.00	
Final Sat.:	0	0	0				1440	160	1600				0	3161		39			1600	3200			0	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.01	0.01	0.01				0.00	0.55		0.55			0.00	0.59			0.00	
Crit Moves:									****				****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	0	0	0		1	0	0	0	1		1	0	2	0	0		0	0	2	0	1	
Volume Module: >> Count Date: 24 Mar 2005 << 1600-1700																								
Base Vol:	0	0	0				91	0	54				91	437		0			0	665			114	
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600	1600		1600			1600	1600			1600	
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00		1.00			1.00	1.00			1.00	
Lanes:	0.00	0.00	0.00				1.00	0.00	1.00				1.00	2.00		0.00			0.00	2.00			1.00	
Final Sat.:	0	0	0				1600	0	1600				1600	3200		0			0	3200			1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.06	0.00	0.03				0.06	0.40		0.00			0.00	0.46			0.07	
Crit Moves:							****						****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.46	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	856	744	1600	954	646	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.05	0.06	0.11	0.02	0.02	0.35	0.04	0.07	0.44	0.08
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.49	0.03	0.05	0.54	0.00
Crit Moves:			****					****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	34	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.53	0.00	1.47	0.36	0.00	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2441	0	2359	582	0	1018	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.49	0.04	0.04	0.34	0.00
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #69 Gramercy Place/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656	
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	36	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.45	0.55	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	723	877	1600	4769	31	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.01	0.14	0.01	0.02	0.02	0.00	0.43	0.43	0.01	0.42	0.00
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.73	0.27	1.00	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	5974	426	1600	3028	172	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.43	0.34	0.03	0.37	0.37	0.09	0.14	0.13	0.28	0.13	0.00
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.57	0.43	2.00	3.95	0.05	0.00	3.00	1.00	2.00	1.88	0.12
Final Sat.:	3200	5720	680	3200	6322	78	0	4800	1600	3200	3012	188
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.41	0.03	0.31	0.31	0.00	0.18	0.18	0.13	0.28	0.28
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.96	0.04	1.00	4.00	1.00	1.80	0.20	1.00	0.63	0.37	1.00
Final Sat.:	3200	6337	63	1600	6400	1600	2886	314	1600	1011	589	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.07	0.40	0.06	0.08	0.08	0.06	0.02	0.02	0.01
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	1.00	3.90	0.10	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	1600	6215	185	1600	6245	155	1600	3200	1600	1600	2862	338
Capacity Analysis Module:												
Vol/Sat:	0.15	0.45	0.45	0.15	0.45	0.45	0.03	0.15	0.01	0.08	0.26	0.26
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	3.89	0.11				1.00	3.99	0.01				0.83	0.17	1.00				0.91	0.09	1.00			
Final Sat.:	1600	6224	176				1600	6384	16				1324	276	1600				1456	144	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.49	0.49				0.03	0.46	0.46				0.02	0.02	0.03				0.05	0.06	0.03			
Crit Moves:	****							****							****	****								

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	4	0	1		2	0	4	0	1		2	0	2	0	1		2	0	2	0	1	
Volume Module: >> Count Date: 26 Apr 2005 << 1700-1800																								
Base Vol:	364	2301	356				90	1970	235				227	685	442				364	841	130			
Growth Adj:	1.03	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			
OvlAdjVol:			181																					
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	2.00	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	6400	1600				3200	6400	1600				3200	3200	1600				3200	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.41	0.23				0.03	0.36	0.15				0.07	0.28	0.28				0.12	0.34	0.08			
OvlAdjV/S :			0.11																					
Crit Moves:	****							****					****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	4.00		1.00	2.00	3.95		0.05	0.48	0.52		1.00	0.81	0.19		1.00
Final Sat.:	1600	6400		1600	3200	6315		85	762	838		1600	1295	305		1600
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44		0.03	0.08	0.41		0.41	0.01	0.01		0.02	0.02	0.03		0.14
Crit Moves:		****			****				****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	4.00		1.00	2.00	3.93		0.07	0.48	0.52		1.00	0.87	0.20		0.93
Final Sat.:	1600	6400		1600	3200	6292		108	765	835		1600	1392	325		1482
Capacity Analysis Module:																
Vol/Sat:	0.03	0.40		0.09	0.05	0.36		0.36	0.01	0.03		0.04	0.10	0.11		0.11
Crit Moves:		****			****							****	****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.072
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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
OvlAdjVol:												256
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.82	0.18	2.00	3.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	6110	290	3200	5968	432	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.04	0.39	0.39	0.08	0.39	0.06	0.08	0.44	0.20
OvlAdjV/S :												0.16
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.94	0.06	1.00	3.91	0.09	1.00	0.50	0.50	1.00	0.52	0.48
Final Sat.:	1600	6298	102	1600	6252	148	1600	804	796	1600	827	773
Capacity Analysis Module:												
Vol/Sat:	0.05	0.47	0.47	0.06	0.50	0.50	0.05	0.15	0.15	0.03	0.08	0.08
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.83	0.17	1.00	3.89	0.11	1.00	0.60	0.40	1.00	0.54	0.46
Final Sat.:	1600	6122	278	1600	6220	180	1600	955	645	1600	864	736
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.06	0.42	0.42	0.04	0.12	0.12	0.04	0.11	0.11
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.053
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4	0 1	2 0	4	0 1	2 0	3	0 1	2 0	2	1 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	4800	1600	3200	4159	641
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.19	0.10	0.35	0.09	0.17	0.20	0.26	0.17	0.26	0.26
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	
OvlAdjVol:											145				39	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	4.00	1.00		2.00	4.00	1.00		0.73	0.27	1.00		1.60	0.40	1.00	
Final Sat.:	3200	6400	1600		3200	6400	1600		1175	425	1600		2556	644	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.44	0.03		0.02	0.52	0.05		0.05	0.05	0.13		0.06	0.06	0.05	
OvlAdjV/S :											0.09				0.02	
Crit Moves:	****					****					****	****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.92	0.08		2.00	4.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	6280	120		3200	6400	1600		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.44	0.44		0.05	0.52	0.06		0.07	0.02	0.07		0.10	0.03	0.08	
Crit Moves:	****					****					****		****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.274
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	4	0 1	2	0	3	1 0	1	0	1	1 0	2	0	3	0 1
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800																
Base Vol:	155	1890		168	978	2118		58	181	507		58	374	593		282
Growth Adj:	1.03	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	4.00		1.00	2.00	3.90		0.10	1.00	1.81		0.19	2.00	3.00		1.00
Final Sat.:	1600	6400		1600	3200	6233		167	1600	2900		300	3200	4800		1600
Capacity Analysis Module:																
Vol/Sat:	0.12	0.32		0.16	0.40	0.37		0.37	0.12	0.25		0.25	0.15	0.17		0.36
Crit Moves:		****			****				****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	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	6400		1600	3200	6400		1600	1600	386		1214	1600	388		1212
Capacity Analysis Module:																
Vol/Sat:	0.02	0.35		0.00	0.04	0.36		0.12	0.08	0.07		0.07	0.08	0.08		0.08
Crit Moves:		****			****				****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.139
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	2	1	0	2	0	2	1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1630-1730																				
Base Vol:	226	1636			795	295	1668			282	347	900			117	645	1035			194
Growth Adj:	1.03	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:	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600			1600
Adjustment:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Lanes:	2.00	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	6400			1600	3200	6400			1600	3200	4276			524	3200	4019			781
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.29			0.51	0.10	0.30			0.19	0.12	0.23			0.23	0.21	0.28			0.28
Crit Moves:					****	****						****				****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: E

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0			0	0	0			0	0	0			0	0	0			0
Lanes:	1	0	3	1	0	1	0	3	1	0	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:	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600			1600
Adjustment:	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00
Lanes:	1.00	3.77			0.23	1.00	3.89			0.11	0.47	0.53			1.00	0.52	0.48			1.00
Final Sat.:	1600	6036			364	1600	6222			178	752	848			1600	826	774			1600
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.49			0.49	0.16	0.43			0.43	0.07	0.14			0.02	0.05	0.10			0.03
Crit Moves:		****				****						****				****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.128
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 11 May 2005 << 1700-1800												
Base Vol:	211	2116	100	422	1863	123	111	501	121	233	661	637
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.83	0.17	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	6133	267	3200	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.39	0.14	0.44	0.08	0.07	0.16	0.08	0.15	0.22	0.41
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			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
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	
OvlAdjVol:													157	
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.83	0.17	1.00	3.00	1.00	1.00	0.44	0.56		1.00	0.10	1.90	
Final Sat.:	1600	6135	265	1600	4800	1600	1600	711	889		1600	161	3039	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.33	0.33	0.16	0.45	0.03	0.04	0.03	0.03		0.17	0.21	0.21	
OvlAdjV/S :													0.05	
Crit Moves:		****			****			****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4565	235	3200	4800	1600	1600	3738	1062	1600	3827	973
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.11	0.33	0.30	0.16	0.26	0.26	0.15	0.31	0.31
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.98	0.02	0.51	0.49	1.00	0.49	0.51	1.00
Final Sat.:	1600	4735	65	1600	4760	40	823	777	1600	778	822	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.01	0.47	0.47	0.01	0.02	0.01	0.01	0.02	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	1 0	1 0	1	0 1	0 1
Volume Module: >> Count Date: 11 May 2005 << 1700-1800												
Base Vol:	18	1331	23	23	1920	34	24	39	35	23	30	24
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	0.49	0.80	0.71	1.00	1.00	1.00
Final Sat.:	1600	4728	72	1600	4724	76	784	1273	1143	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.01	0.46	0.46	0.02	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 2	1 0	0	1 0	0 1	0	1 0	1 0
Volume Module: >> Count Date: 17 May 2005 << 1700-1800												
Base Vol:	59	1179	10	17	1709	270	152	7	65	17	9	19
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	0.96	0.04	1.00	0.76	0.40	0.84
Final Sat.:	1600	4800	1600	1600	4206	594	1530	70	1600	1209	640	1351
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.01	0.01	0.47	0.47	0.10	0.10	0.04	0.01	0.01	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.99	0.01	0.42	0.58	1.00	1.00	0.04	1.96
Final Sat.:	1600	3200	1600	3200	3181	19	667	933	1600	1600	65	3135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.06	0.13	0.53	0.53	0.00	0.01	0.00	0.07	0.09	0.09
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3016	184	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.43	0.10	0.42	0.00
Crit Moves:			****					****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.02	0.41	0.00	0.00	0.44	0.09
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	1.00	0.51	0.49	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	679	921	1600	808	792	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.03	0.06	0.02	0.04	0.48	0.03	0.08	0.54	0.03
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.00	1.00	1.00	2.73	0.27	1.00	4.00	1.00
Final Sat.:	1600	110	1490	1600	0	1600	1600	4371	429	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.01	0.00	0.01	0.03	0.43	0.43	0.06	0.30	0.03
Crit Moves:	****					****		****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0 0 0	0	0	0 0 0 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
Reduced Vol:	0	0	0	0	0	0	295	1567	0	0	884	481
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	295	1567	0	0	884	481
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.30	0.70
Final Sat.:	0	0	0	0	0	0	1600	3200	0	0	2072	1128
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.49	0.00	0.00	0.43	0.43
Crit Moves:							****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	1.00	1.62	0.00	0.38	0.00	2.00	1.00	0.00	2.00	0.00												
Final Sat.:	0	0	1600	2590	0	610	0	3200	1600	0	3200	0												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.01	0.28	0.00	0.28	0.00	0.34	0.02	0.00	0.28	0.00												
Crit Moves:			****	****				****		****														

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	0	0	3200	0	0	0	0	3200	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.26	0.13												
Crit Moves:						****					****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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			
Reduced Vol:	0	0	305				0	0	0				0	924	686				0	0	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	0	0	305				0	0	0				0	924	686				0	0	0			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.00	0.00	1.00				0.00	0.00	0.00				0.00	2.30	1.70				0.00	0.00	0.00			
Final Sat.:	0	0	1600				0	0	0				0	3673	2727				0	0	0			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.19				0.00	0.00	0.00				0.00	0.25	0.25				0.00	0.00	0.00			
Crit Moves:			****											****										

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.029
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1!	0	0		0	0	0	0	0		0	0	1	1	0		1	0	1	0	0	
Volume Module: >> Count Date: 21 Apr 2005 << 1700-1800																								
Base Vol:	966	0	29				0	0	0				0	653	672				123	600	0			
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
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.:	3131	0	69				0	0	0				0	1600	1600				1600	1600	0			
Capacity Analysis Module:																								
Vol/Sat:	0.44	0.00	0.44				0.00	0.00	0.00				0.00	0.42	0.47				0.08	0.39	0.00			
Crit Moves:	****														****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

Cycle (sec):	100	Critical Vol./Cap.(X):	1.178
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			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
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.60	0.40	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4164	636	306	0	2894	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.45	0.00	0.00	0.38	0.38	0.34	0.00	0.34	0.00	0.00	0.00
OvlAdjV/S :									0.00			
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:			319									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.43	0.00	0.57
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2286	0	914
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.42	0.03	0.21	0.00	0.00	0.00	0.00	0.22	0.00	0.22
OvlAdjV/S :			0.20									
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	0	1! 0 0	2	0	3 0 0	0	0	2 0 1
Volume Module: >> Count Date: 12 May 2005 << 1700-1800												
Base Vol:	0	0	0	589	0	36	493	1524	0	0	1144	230
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.67	0.00	0.33	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2675	0	525	3200	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.23	0.18	0.34	0.00	0.00	0.39	0.15
Crit Moves:				****				****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:						237						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	0.73	0.27	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	575	1025	1600	1168	432	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.01	0.25	0.25	0.43	0.28	0.25	0.01	0.04	0.25	0.10
OvlAdjV/S :						0.15						
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.03	0.40	0.00	0.00	0.24	0.08
Crit Moves:						****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.92	0.08	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6266	134	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.32	0.32	0.08	0.41	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Madison St/SkyparK Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.50	0.50	1.00	1.64	0.36	1.00	1.96	0.04
Final Sat.:	1600	1600	1600	1600	2394	806	1600	2616	584	1600	3135	65
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.18	0.07	0.09	0.09	0.01	0.14	0.14	0.16	0.22	0.22
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	1.40	0.37	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.77	0.23
Final Sat.:	373	2240	587	1600	1600	1600	1600	4678	122	1600	4431	369
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.09	0.14	0.13	0.07	0.29	0.29	0.05	0.34	0.34
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.86	0.14	1.91	0.09	1.00	1.71	0.29	1.00
Final Sat.:	1600	4800	1600	1600	4572	228	3052	148	1600	2743	457	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.04	0.01	0.33	0.33	0.03	0.03	0.05	0.02	0.02	0.01
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.82	0.18	0.98	0.02	1.00	0.88	0.12	1.00
Final Sat.:	1600	4778	22	1600	4509	291	1565	35	1600	1412	188	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.00	0.33	0.33	0.09	0.09	0.07	0.03	0.03	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	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	4479	321		3200	4800	1600		3200	3200	1600		3200	4328	472	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.31	0.31		0.07	0.24	0.15		0.07	0.38	0.17		0.07	0.28	0.28	
Crit Moves:		****				****				****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				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	
OvlAdjVol:							68									
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	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	4800	0		1600	4800	1600		3200	0	1600		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.32	0.00		0.00	0.28	0.08		0.03	0.00	0.04		0.00	0.00	0.00	
OvlAdjV/S :							0.04									
Crit Moves:	****					****					****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	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	4800		1600	3200	4800		1600	3200	4800		1600	1600	4094		706
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18		0.11	0.04	0.18		0.19	0.09	0.28		0.07	0.08	0.31		0.31
Crit Moves:	****							****	****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.73		0.27	2.00	2.00		1.00	1.00	1.44		0.56	1.00	1.00		1.00
Final Sat.:	1600	4376		424	3200	3200		1600	1600	2311		889	1600	1600		1600
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14		0.14	0.02	0.25		0.01	0.02	0.01		0.01	0.00	0.01		0.12
Crit Moves:	****					****			****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0	0 0 2	2	0	3 0 0	0	0	3 0 1
Volume Module: >> Count Date: 24 Mar 2005 << 1700-1800												
Base Vol:	0	0	0	540	0	245	302	1626	0	0	1644	321
Growth Adj:	1.03	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
OvlAdjVol:						0						54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	3200	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.08	0.10	0.37	0.00	0.00	0.36	0.21
OvlAdjV/S :						0.00						0.03
Crit Moves:				****				****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #119 Maple Ave/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	1.97	1.00	0.87	1.13	1.00	1.00	1.00	1.00	1.89	0.11	1.00
Final Sat.:	42	3158	1600	1399	1801	1600	1600	1600	1600	3020	180	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.03	0.17	0.19	0.00	0.02	0.03	0.02	0.06	0.06	0.13
OvlAdjV/S :			0.00									
Crit Moves:		****			****			****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.03	0.06	0.17	0.15	0.06	0.47	0.07	0.03	0.50	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #121 Maple Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1214	386	1600	1367	233	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.05	0.21	0.21	0.04	0.48	0.07	0.07	0.44	0.05
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730												
Base Vol:	100	256	108	45	393	10	37	188	98	47	156	47
Growth Adj:	1.03	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	264	111	46	405	10	38	194	101	48	161	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	264	111	46	405	10	38	194	101	48	161	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:	103	264	111	46	405	10	38	194	101	48	161	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	264	111	46	405	10	38	194	101	48	161	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.:	103	264	111	46	405	10	38	194	101	48	161	48
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.41	0.59	1.00	1.95	0.05	1.00	1.31	0.69	1.00	1.54	0.46
Final Sat.:	1600	2251	949	1600	3121	79	1600	2103	1097	1600	2459	741
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.03	0.13	0.13	0.02	0.09	0.09	0.03	0.07	0.07
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.829
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	1 0	2 0	3	1 0
Volume Module: >> Count Date: 26 Apr 2005 << 1645-1745												
Base Vol:	235	297	121	125	388	84	118	1449	286	175	1599	103
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	242	306	125	129	400	87	122	1493	295	180	1647	106
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:	242	306	125	129	400	87	122	1572	295	180	1704	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	306	125	129	400	87	122	1572	295	180	1704	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	306	125	129	400	87	122	1572	295	180	1704	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	242	306	125	129	400	87	122	1572	295	180	1704	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.42	0.58	1.00	1.64	0.36	2.00	2.53	0.47	2.00	3.77	0.23
Final Sat.:	1600	2274	926	1600	2631	569	3200	4042	758	3200	6025	375
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.13	0.08	0.15	0.15	0.04	0.39	0.39	0.06	0.28	0.28
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	0	1			
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.00	1.00	1.00			
Final Sat.:	1600	1600	1600	1600	1600	1600	1277	323	1600	0	1600	1600			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.20	0.00	0.05	0.37	0.09	0.05	0.07	0.00	0.00	0.01	0.03			
Crit Moves:	****				****		****					****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.13	1.00	1.00	0.00	1.00			
Final Sat.:	1600	1600	1600	1600	1600	1600	1389	211	1600	1600	0	1600			
Capacity Analysis Module:															
Vol/Sat:	0.09	0.18	0.00	0.01	0.38	0.01	0.02	0.02	0.08	0.00	0.00	0.00			
Crit Moves:	****				****				****	****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 2	0 0
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	19	0	100	0	0	0	0	1501	22	23	1549	0
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4736	64	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.36	0.36	0.01	0.55	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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
OvlAdjVol:			69									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.36	1.00	1.00	0.43	0.57	2.00	2.75	0.25	1.00	3.00	1.00
Final Sat.:	1021	579	1600	1600	693	907	3200	4404	396	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.13	0.03	0.04	0.04	0.02	0.30	0.30	0.09	0.31	0.01
OvlAdjV/S :			0.04									
Crit Moves:	****			****			****			****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	1.00	0.33	0.67	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	122	1478	1600	524	1076	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.04	0.05	0.16	0.05	0.08	0.21	0.01	0.05	0.30	0.05
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.55	0.01	1.44	1.00	0.67	0.33	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	2489	8	2303	1600	1067	533	1600	4242	558	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.01	0.01	0.01	0.00	0.28	0.28	0.14	0.42	0.00
Crit Moves:	****					****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			42									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.21	0.05	0.12	0.05	0.03	0.22	0.03	0.18	0.23	0.06
OvlAdjV/S :			0.03									
Crit Moves:		****			****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.48	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2437	763	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.23	0.04	0.17	0.05	0.06	0.33	0.13	0.16	0.32	0.05
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	0.49	0.51	1.00	0.19	0.81	1.00
Final Sat.:	1600	3122	78	1600	3200	1600	778	822	1600	299	1301	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.04	0.30	0.05	0.05	0.10	0.22	0.01	0.06	0.03
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	1.00	1.00	1.00	0.09	0.91	1.00
Final Sat.:	1600	3171	29	1600	2995	205	1600	1600	1600	151	1449	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.04	0.38	0.38	0.04	0.05	0.04	0.00	0.03	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	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:	1600	1600	1600				1600	1600	1600				1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	2.00	1.00				1.00	1.96	0.04				0.28		0.72		1.00		1.00		1.00		1.00	
Final Sat.:	1600	3200	1600				1600	3143	57				444		1156		1600		1600		1600		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.28	0.08				0.04	0.36	0.36				0.01		0.02		0.01		0.08		0.02		0.02	
Crit Moves:	****							****							****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745																								
Base Vol:	336		0		37		0		0		0		0		1538		307		31		1523		0	
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600		1600		1600		1600		1600		1600	
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	1600	0	1600				0	0	0				0		3200		1600		1600		3200		0	
Capacity Analysis Module:																								
Vol/Sat:	0.22	0.00	0.02				0.00	0.00	0.00				0.00		0.54		0.20		0.02		0.54		0.00	
Crit Moves:	****														****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.143
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800												
Base Vol:	326	892	298	430	841	116	301	893	312	194	856	163
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.19	0.28	0.32	0.07	0.19	0.29	0.20	0.12	0.28	0.10
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
OvlAdjVol:			192									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.74	0.26	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4389	411	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.21	0.12	0.40	0.02	0.08	0.26	0.26	0.09	0.32	0.15
OvlAdjV/S :			0.12									
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2452	748	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.15	0.05	0.43	0.09	0.12	0.17	0.17	0.18	0.19	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.157
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.79	0.21	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4462	338	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.37	0.10	0.27	0.20	0.27	0.22	0.22	0.17	0.35	0.10
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.142
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.12	0.07	0.33	0.38	0.14	0.31	0.07	0.05	0.46	0.16
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2903	297	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.06	0.14	0.16	0.16	0.07	0.32	0.01	0.11	0.33	0.13
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Split Phase			Split Phase			Permitted						Permitted					
Rights:		Include			Include			Include						Include				
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0 1
Volume Module: >> Count Date: 11 May 2005 << 1645-1745																		
Base Vol:	4	22	13	262	15	81	99	1042	15	19	1070	201						
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	0.10	0.57	0.33	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00						
Final Sat.:	164	903	533	1513	87	1600	1600	3200	1600	1600	3200	1600						
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.03	0.03	0.18	0.18	0.05	0.06	0.37	0.01	0.01	0.38	0.13						
Crit Moves:	****			****			****				****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			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: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.64	0.36	1.00	2.96	0.04						
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4221	579	1600	4740	60						
Capacity Analysis Module:																		
Vol/Sat:	0.10	0.09	0.11	0.10	0.11	0.00	0.04	0.36	0.36	0.12	0.34	0.34						
Crit Moves:	****				****			****			****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.47	0.53	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	1600	1600	1600	759	841	1600	1600	3200	1600	1600	3145	55
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.05	0.02	0.05	0.01	0.01	0.59	0.06	0.06	0.50	0.50
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2870	330	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.20	0.19	0.09	0.09	0.28	0.06	0.05	0.26	0.18
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745												
Base Vol:	47	636	66	63	471	24	19	130	49	77	153	82
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.86	1.00	0.23	1.77	1.00	0.13	0.87	1.00	0.33	0.67	1.00
Final Sat.:	219	2981	1600	371	2829	1600	204	1396	1600	536	1064	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.04	0.04	0.17	0.02	0.01	0.10	0.03	0.05	0.15	0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.83	0.17	1.00	2.69	0.31
Final Sat.:	1600	3200	1600	1600	2841	359	1600	4532	268	1600	4304	496
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.12	0.09	0.15	0.15	0.04	0.29	0.29	0.14	0.25	0.25
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	1.67	0.33	1.00	1.58	0.42	1.00	1.49	0.51
Final Sat.:	1600	2682	518	1600	2679	521	1600	2531	669	1600	2389	811
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.06	0.17	0.17	0.06	0.14	0.14	0.09	0.22	0.22
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	3200	1600	1600	2454	746	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.13	0.05	0.16	0.16	0.14	0.36	0.06	0.07	0.37	0.07
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #150 Van Ness Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.02	0.01	0.21	0.00	0.00	0.00	0.00	0.08	0.00	0.03
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	1.064
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2580	620	3200	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.02	0.04	0.22	0.22	0.08	0.67	0.09	0.02	0.34	0.02
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 21 Apr 2005 << 1645-1745												
Base Vol:	31	451	8	18	542	53	79	26	92	63	41	220
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.76	0.24	1.00	0.61	0.39	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1214	386	1600	969	631	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.01	0.01	0.18	0.04	0.05	0.07	0.06	0.04	0.07	0.14
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module: >> Count Date: 24 Mar 2005 << 1615-1715												
Base Vol:	51	0	120	0	0	0	0	531	53	109	695	0
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.43	0.03	0.07	0.47	0.00
Crit Moves:			****					****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.04	0.40	0.00	0.00	0.48	0.06												
Crit Moves:				****			****				****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00												
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	3200	4800	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.01	0.07	0.12	0.01	0.02	0.04	0.32	0.06	0.03	0.31	0.02												
Crit Moves:			****	****			****				****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00		1.00	2.27	0.73	
Final Sat.:	1600	3200	1600		3200	3200	1600		1600	4800	1600		1600	3634	1166	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.19		0.09	0.24	0.07		0.10	0.30	0.07		0.14	0.34	0.34	
Crit Moves:		****				****				****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0	1	1	0 2	0	1	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.70	0.30		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2720	480		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.37	0.15		0.05	0.26	0.06		0.07	0.17	0.17		0.05	0.16	0.05	
Crit Moves:		****				****				****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			183						321			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	3585	1215	3200	4800	1600	3200	3787	1013
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.18	0.03	0.29	0.29	0.14	0.26	0.29	0.07	0.21	0.21
OvlAdjV/S :			0.11						0.20			
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.96	0.04	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1543	57	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.01	0.04	0.37	0.03	0.21	0.22	0.35	0.03	0.00	0.03
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.986
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.61	0.39	1.00	1.00	1.00	0.02	0.95	0.03
Final Sat.:	1600	3200	1600	1600	4179	621	1600	1600	1600	37	1512	50
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.03	0.05	0.49	0.49	0.27	0.67	0.06	0.72	0.72	0.72
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
OvlAdjVol:						12						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.10	0.09	0.41	0.07	0.06	0.20	0.03	0.10	0.24	0.11
OvlAdjV/S :						0.01						
Crit Moves:		****			****				****		****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.93	0.07	0.60	0.40	1.00	0.68	0.09	0.23
Final Sat.:	1600	3200	1600	1600	4690	110	964	636	1600	1087	142	371
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.03	0.05	0.38	0.38	0.03	0.05	0.04	0.14	0.20	0.20
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.098
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.10	0.09	0.64	0.12	0.09	0.27	0.08	0.09	0.27	0.04
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.485
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module: >> Count Date: 13 Apr 2005 << 1700-1800												
Base Vol:	53	1044	57	93	1627	95	106	886	51	52	932	42
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.85	0.05	0.05	0.91	0.04
Final Sat.:	1600	3200	1600	1600	3200	1600	163	1359	78	81	1453	65
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.04	0.06	0.68	0.06	0.07	0.67	0.67	0.03	0.66	0.66
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.170
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.08	0.10	0.66	0.02	0.04	0.26	0.13	0.11	0.17	0.03
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	0 1!	0 0	0	0 1!	0 0
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	6	1441	19	33	1950	1	0	0	0	5	0	62
Growth Adj:	1.03	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
Reduced Vol:	6	1776	20	34	2515	1	0	0	0	5	0	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.:	6	1776	20	34	2515	1	0	0	0	5	0	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	0.00	0.07	0.01	0.92
Final Sat.:	1600	3200	1600	1600	3200	1600	0	1600	0	119	0	1481
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.01	0.02	0.79	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Crit Moves:	****				****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.247
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module: >> Count Date: 12 Apr 2005 << 1645-1745												
Base Vol:	190	995	475	227	1414	225	288	1451	139	371	1257	210
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.18	0.82	1.00	2.67	0.33	1.00	2.74	0.26	1.00	2.59	0.41
Final Sat.:	1600	3495	1305	1600	4265	535	1600	4392	408	1600	4140	660
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.37	0.15	0.46	0.46	0.19	0.36	0.36	0.24	0.33	0.33
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #168 Western Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	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
Reduced Vol:	312	1443	26	36	1658	268	52	14	194	11	5	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.:	312	1443	26	36	1658	268	52	14	194	11	5	83
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.78	0.22	1.00	0.69	0.31	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1250	350	1600	1100	500	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.02	0.02	0.52	0.17	0.03	0.04	0.12	0.01	0.01	0.05
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 11 May 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	0.80	0.20	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1543	57	1600	1280	320	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.07	0.02	0.02	0.02	0.02	0.39	0.06	0.06	0.35	0.03
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.38	0.62	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	503	1097	1600	609	991	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.05	0.05	0.13	0.03	0.06	0.38	0.05	0.08	0.27	0.06
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
PM WEEKDAY PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #171 Yukon Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1	0 1	0 1	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.42	0.41	1.00	1.00	1.00	1.00	1.77	0.23	1.00	1.79	0.21
Final Sat.:	272	675	653	1600	1600	1600	1600	2839	361	1600	2863	337
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.06	0.11	0.09	0.09	0.18	0.18	0.06	0.26	0.26
Crit Moves:		****		****			****				****	

Weekend Mid-Day Peak Hour

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0	0	0	0			0
Lanes:	1	0	0	1	0		1	0	1	0	1		1	0	2	0	1		1	0	1	1	0	
Volume Module: >> Count Date: 9 Apr 2005 << 1200-1300																								
Base Vol:	11	24	14			7	5	15			4	1144	12			13	1142	19						
Growth Adj:	1.03	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:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600						
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00						
Lanes:	1.00	0.55	0.45			1.00	1.00	1.00			1.00	2.00	1.00			1.00	1.97	0.03						
Final Sat.:	1600	876	724			1600	1600	1600			1600	3200	1600			1600	3154	46						
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.03	0.03			0.00	0.00	0.01			0.00	0.41	0.01			0.01	0.42	0.42						
Crit Moves:		****				****						****				****								

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0	0	0	0			0
Lanes:	0	0	0	0	0		2	0	0	0	1		1	0	3	0	0		0	0	2	1	0	
Volume Module: >> Count Date: 14 May 2005 << 1300-1400																								
Base Vol:	0	0	0			25	0	56			14	1484	0			0	1649	55						
Growth Adj:	1.03	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:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600						
Adjustment:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00						
Lanes:	0.00	0.00	0.00			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	1600			1600	4800	0			0	4653	147						
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00			0.01	0.00	0.04			0.01	0.34	0.00			0.00	0.39	0.39						
Crit Moves:								****			****						****							

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.33	0.05	0.02	0.33	0.00
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	1.93	0.07	1.00	1.00	2.96	0.04	1.00	2.78	0.22
Final Sat.:	1231	369	1600	3094	106	1600	1600	4741	59	1600	4451	349
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.07	0.03	0.39	0.39	0.01	0.50	0.50
Crit Moves:			****		****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.60	0.40	1.00	1.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	1600	1600	1600	964	636	1600	1600	4800	1600	1600	4593	207
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.03	0.03	0.05	0.06	0.04	0.24	0.02	0.08	0.33	0.33
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	1.00	0.54	0.08	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	674	926	1600	862	135	603	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.05	0.08	0.08	0.02	0.22	0.01	0.02	0.28	0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	xxxx	1.55	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2320	0	2480	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.29	0.21	0.33	0.27	0.00
OvlAdjV/S :			0.00									
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module: >> Count Date: 26 Mar 2005 << 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.71	0.29	1.00	0.77	0.23	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1143	457	1600	1240	360	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.02	0.01	0.30	0.02	0.01	0.01	0.02	0.02	0.03	0.01
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.80	0.20	1.00	1.84	0.16
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4482	318	1600	2941	259
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.06	0.04	0.24	0.04	0.07	0.23	0.23	0.06	0.30	0.30
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anza Ave/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	0 1	0	0 1	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.55	1.00	0.70	0.30	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	718	882	1600	1127	473	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.02	0.04	0.33	0.01	0.02	0.05	0.03	0.02	0.03	0.02
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Anza Ave/Emerald St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.50	0.50	1.00	0.65	0.35	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	800	800	1600	1035	565	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.02	0.02	0.34	0.01	0.01	0.03	0.04	0.01	0.02	0.01
Crit Moves:		****		****					****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4126	674	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.09	0.14	0.22	0.14	0.17	0.26	0.26	0.12	0.37	0.13
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Anza Ave/Lenore St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.42	0.57	1.01
Final Sat.:	1600	3200	1600	1600	3200	1600	865	735	1600	680	920	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.01	0.01	0.33	0.01	0.01	0.02	0.01	0.01	0.03	0.02
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Anza Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	0 1	2 0	1	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.14	0.12	0.29	0.03	0.02	0.11	0.02	0.08	0.13	0.22
Crit Moves:		****			****			****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) 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): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2707	493	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.14	0.17	0.25	0.06	0.07	0.38	0.38	0.15	0.30	0.19
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0	1	0 0	1	0	1 0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.47	0.53	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	933	667	1600	747	853	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.01	0.02	0.37	0.02	0.01	0.02	0.02	0.00	0.01	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	1 0	2	0 0	0 0	0	0 0	1 0	1!	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.32	0.00	1.68
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2119	0	2681
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.22	0.24	0.26	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 1	0	0 1	1 0	1	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	27	610	5	16	523	351	372	10	67	1	10	13
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	3116	84	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.01	0.21	0.23	0.12	0.12	0.04	0.00	0.01	0.01
Crit Moves:	****					****		****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.77	1.23	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1840	1360	2829	1971	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.11	0.11	0.11	0.09	0.11	0.37	0.04	0.11	0.40	0.13
Crit Moves:	****			****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	1.00	0.34	0.66	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	622	978	1600	547	1053	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.01	0.01	0.02	0.01	0.01	0.45	0.02	0.01	0.36	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.35	0.65	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	358	1242	1600	562	1038	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.04	0.11	0.03	0.04	0.37	0.03	0.04	0.39	0.04
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			2			167						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	1.00	2.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4431	369	1600	4661	139
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.08	0.03	0.13	0.17	0.07	0.29	0.29	0.08	0.32	0.32
OvlAdjV/S :			0.00			0.10						
Crit Moves:	****				****			****			****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1761	1500	1583	1581		1500	1583		1745	1500	1583
Flt Permitted		0.99	1.00	0.67	1.00		1.00	0.62		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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 14 May 2005 << 1200-1300												
Base Vol:	9	407	12	35	398	10	10	9	5	12	12	14
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.47	1.00	0.50	0.50	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	842	758	1600	800	800	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.01	0.02	0.26	0.01	0.01	0.01	0.00	0.01	0.02	0.01
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 14 May 2005 << 1230-1330												
Base Vol:	53	357	11	22	344	40	36	123	47	13	112	15
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.77	1.00	0.10	0.90	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	362	1238	1600	166	1434	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.01	0.01	0.22	0.03	0.02	0.10	0.03	0.01	0.08	0.01
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.03	0.09	0.05	0.02	0.03	0.35	0.01	0.02	0.41	0.06
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.89	0.11	1.00	2.86	0.14
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4625	175	1600	4583	217
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.04	0.04	0.05	0.07	0.04	0.29	0.29	0.03	0.31	0.31
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2967	233	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.02	0.02	0.05	0.03	0.02	0.34	0.34	0.02	0.34	0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3002	198
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.07	0.07	0.09	0.11	0.13	0.36	0.02	0.08	0.38	0.38
OvlAdjV/S :						0.00						
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.231
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 14 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	0	1600	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.02	0.14	0.00	0.01	0.12	0.03
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	0.86	0.14	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1422	178	1600	1371	229	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.30	0.01	0.01	0.28	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.79		0.21		1.00		0.81		0.19		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1263		337		1600		1304		296		1600		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.01		0.01		0.02		0.05		0.09		0.47		0.04		0.01		0.36		0.01	
Crit Moves:	****										****				****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 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	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.49		0.51	
Final Sat.:	1600		3200		1600		1600		3200		1600		1600		3200		1600		1600		3981		819	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.36		0.15		0.18		0.32		0.13		0.11		0.22		0.08		0.10		0.20		0.20	
Crit Moves:			****				****								****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Crenshaw Blvd/166th St-Cherry Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.37	0.42	0.21	0.71	0.29	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	585	677	338	1135	465	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.02	0.02	0.34	0.01	0.01	0.03	0.03	0.04	0.06	0.02
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.77	0.23	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4425	375	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.13	0.14	0.27	0.27	0.05	0.24	0.07	0.06	0.29	0.06
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0	1	1 0	1 0
Volume Module: >> Count Date: 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
OvlAdjVol:			12									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.13	0.87	1.18	1.18	0.64
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1815	1385	1882	1887	1031
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.32	0.08	0.34	0.08	0.08	0.14	0.14	0.32	0.32	0.31
OvlAdjV/S :			0.01									
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			93			207						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.50	0.50	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	4007	793	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.16	0.14	0.33	0.26	0.13	0.15	0.15	0.10	0.36	0.18
OvlAdjV/S :			0.06			0.13						
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.066
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.85	0.15				1.00	2.99	0.01				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1600	4557	243				1600	4790	10				1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.44	0.44				0.01	0.40	0.40				0.02	0.28	0.02				0.08	0.25	0.02			
Crit Moves:		****						****						****						****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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				24	0	24				24	0	24			
Initial Fut:	0	2030	20				23	2120	0				24	0	24				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				24	0	24				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				24	0	24				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				24	0	24				51	0	60			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.00	2.97	0.03				1.00	3.00	0.00				0.00	0.00	0.00				1.00	1.00	1.00			
Final Sat.:	0	4754	46				1600	4800	0				0	0	0				1600	1600	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.43	0.43				0.01	0.44	0.00	xxxx	0.00	xxxx							0.03	0.00	0.04			
Crit Moves:		****						****													****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	2	1 0	1 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.75	0.25	1.94	0.06	1.00	0.87	0.13	1.00
Final Sat.:	1600	4800	1600	1600	4400	400	3102	98	1600	1395	205	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.00	0.00	0.45	0.45	0.07	0.07	0.10	0.02	0.02	0.02
Crit Moves:	****				****				****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	3200	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.09	0.12	0.31	0.17	0.05	0.20	0.05	0.06	0.19	0.13
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	1	0	1 0 2	1	0	0 1 0	0	1	0 1 0	0	1
Volume Module: >> Count Date: 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:	1600 1600	1600		1600 1600	1600		1600	1600		1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	1.00 2.97	0.03		1.00 2.92	0.08		0.93	0.07		1.00	0.55	0.45	1.00
Final Sat.:	1600 4755	45		1600 4676	124		1481	119		1600	873	727	1600
Capacity Analysis Module:													
Vol/Sat:	0.02 0.34	0.34		0.03 0.33	0.33		0.04	0.04		0.01	0.01	0.01	0.03
Crit Moves:	****			****			****						****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600 1600	1600		1600 1600	1600		1600	1600		1600	1600	1600	1600
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	2.00 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 4800	1600		3200 4313	487		3200	3846	954	3200	3200	1600
Capacity Analysis Module:													
Vol/Sat:	0.09 0.27	0.19		0.06 0.31	0.31		0.05	0.22	0.22	0.13	0.30	0.12
Crit Moves:	****			****			****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.83	0.17	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4527	273	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.10	0.35	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.77	0.23	1.69	xxxx	1.31	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4435	365	2700	0	2100	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.38	0.38	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #46 Crenshaw Blvd/Park Del Amo-Scroc Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.36	0.00	0.64
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	571	0	1029
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.00	0.00	0.30	0.01	0.01	0.00	0.01	0.01	0.00	0.02
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	4800	1600	3200	4800	1600	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.07	0.03	0.26	0.04	0.06	0.28	0.07	0.09	0.25	0.07
Crit Moves:	****				****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	4692	108	1600	4725	75	1600	1600	1600	1600	1174	426
Capacity Analysis Module:												
Vol/Sat:	0.13	0.47	0.47	0.04	0.50	0.50	0.03	0.09	0.21	0.06	0.15	0.15
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.92	0.08	1.00	3.00	1.00	2.00	0.00	1.00	0.87	0.13	1.00
Final Sat.:	1600	4668	132	1600	4800	1600	3200	0	1600	1385	215	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.03	0.56	0.01	0.02	0.00	0.02	0.05	0.05	0.03
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.926
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Ovl						Ovl						Ovl			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	2	0	1		2	0	2	0	1	
Volume Module: >> Count Date: 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		
OvlAdjVol:				129						192						61						50		
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	3.00		1.00			1.00	3.00		1.00			2.00	2.00		1.00			2.00	2.00		1.00		
Final Sat.:	1600	4800		1600			1600	4800		1600			3200	3200		1600			3200	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.37		0.23			0.13	0.46		0.23			0.11	0.19		0.09			0.15	0.21		0.16		
OvlAdjV/S :				0.08						0.12						0.04						0.03		
Crit Moves:	****							****						****					****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #51 Crenshaw Blvd/Crossroads Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	3.00		0.00			0.00	3.00		1.00			1.71	0.00		0.29			0.00	0.00		0.00		
Final Sat.:	1600	4800		0			0	4800		1600			2739		0	461			0		0		0	
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.40		0.00			0.00	0.53		0.31			0.13	0.00		0.13			0.00	0.00		0.00		
Crit Moves:	****							****					****											

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.377
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	1 0	3	0 1	1 1	0	0 1	1 1	0	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	661	1439	56	76	1244	720	371	32	898	37	20	86
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.91	0.09	1.00	3.00	1.00	1.84	0.16	1.00	1.30	0.70	1.00
Final Sat.:	3200	4651	149	1600	4800	1600	2946	254	1600	2077	1123	1600
Capacity Analysis Module:												
Vol/Sat:	0.21	0.39	0.39	0.05	0.35	0.46	0.13	0.13	0.58	0.02	0.02	0.06
Crit Moves:	****					****			****			****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.71	0.29	1.37	0.48	0.15	1.00	1.00	1.00
Final Sat.:	1600	4708	92	1600	4337	463	2188	773	240	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.13	0.43	0.43	0.25	0.25	0.25	0.03	0.06	0.09
Crit Moves:		****		****				****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.214
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 1	1	0 2	1 0	2	0 1	1 0	2	0 2	1 0
Volume Module: >> Count Date: 16 Apr 2005 << 1300-1400												
Base Vol:	111	638	311	498	978	143	504	1247	93	457	1400	400
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	2.00	1.84	0.16	2.00	2.36	0.64
Final Sat.:	1600	4800	1600	1600	4229	571	3200	2952	248	3200	3769	1031
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.21	0.33	0.32	0.32	0.17	0.47	0.47	0.15	0.41	0.41
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4691	109	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.07	0.39	0.00	0.00	0.00	0.00	0.02	0.00	0.06
Crit Moves:	****				****							****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	2.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4653	147	1600	4055	745	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.16	0.32	0.32	0.16	0.09	0.04	0.01	0.10	0.15
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #57 Del Amo Circle/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.26	0.03	0.05	0.17	0.03	0.07	0.19	0.24	0.24	0.05	0.24	0.20
Crit Moves:	****					****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	3.00	1.00				1.00	3.00	1.00			
Final Sat.:	1600	1600	1600				1600	1600	1600				1600	4800	1600				1600	4800	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.00	0.08				0.01	0.00	0.01				0.02	0.35	0.07				0.15	0.35	0.01			
Crit Moves:	****								****					****					****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Split Phase						Split Phase					
Rights:	Include						Include						Include						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			
OvlAdjVol:																					20			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.00	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	1600				1600	4800	0				0	4800	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.09	0.00	0.11				0.15	0.36	0.00				0.00	0.38	0.12			
OvlAdjV/S :																					0.01			
Crit Moves:									****					****						****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #60 Del Amo Circle West/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Ignore					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	1	1	1	0		1	0	1	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 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			
Reduced Vol:	0	4	4				25	0	43				26	751	0				1	776	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	0.00			
Final Vol.:	0	4	4				25	0	43				26	751	0				1	776	0			
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00				1.00	1.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1600	3200	1600				1600	1600	1600				1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00				0.02	0.00	0.03				0.02	0.23	0.00				0.00	0.24	0.00			
Crit Moves:	****								****				****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #61 Denny Rd-Robinson Wy/Newton St-PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	0	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.27	0.73	1.00				1.00	1.00	1.00				1.00	2.89	0.11				1.00	2.91	0.09			
Final Sat.:	436	1164	1600				1600	1600	1600				1600	4629	171				1600	4662	138			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.03	0.05				0.04	0.01	0.04				0.04	0.34	0.34				0.05	0.39	0.39			
Crit Moves:			****				****						****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1! 0	0	0	1	1	0
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.36	0.00	0.64	0.15	1.85	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	570	0	1030	244	2956	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.02	0.16	0.00	0.00	0.21	0.01
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	0	1600	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.01	0.01	0.27	0.02	0.01	0.30	0.01
Crit Moves:			****			****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.98	0.02	1.00	2.00	0.00												
Final Sat.:	0	0	0	0	1600	1600	0	3172	28	1600	3200	0												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.41	0.41	0.00	0.44	0.00												
Crit Moves:						****	****				****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.06	0.36	0.00	0.00	0.32	0.06												
Crit Moves:				****			****				****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #66 Entradero Ave-Meyer Ln/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	960	640	1600	963	637	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.09	0.05	0.08	0.02	0.02	0.37	0.04	0.06	0.38	0.04
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	1 0	2	0 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.34	0.00	0.05	0.44	0.00
Crit Moves:			****				****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	xxxx	1.38	1.00	0.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2591	0	2209	1600	0	0	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.25	0.04	0.04	0.27	0.00
Crit Moves:	****			****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #69 Gramercy Place/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	0	1600	1600	4795	5	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.20	0.20	0.01	0.27	0.00
Crit Moves:			****	****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.79	0.21	1.06	1.94	0.00	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	6067	333	1704	3096	0	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.16	0.04	0.30	0.30	0.10	0.10	0.00	0.23	0.13	0.00
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	5408	992	3200	6276	124	0	4800	1600	3200	2917	283
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.03	0.33	0.33	0.00	0.15	0.16	0.16	0.24	0.24
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6382	18	1600	6400	1600	3200	0	1600	928	672	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.29	0.06	0.39	0.06	0.11	0.00	0.05	0.03	0.03	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.97	0.03	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	6352	48	1600	6360	40	1600	3200	1600	1600	2990	210
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.36	0.04	0.43	0.43	0.03	0.01	0.01	0.03	0.08	0.08
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.95	0.05	1.00	3.98	0.02	0.85	0.15	1.00	0.85	0.15	1.00
Final Sat.:	1600	6318	82	1600	6374	26	1363	237	1600	1358	242	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.03	0.43	0.43	0.01	0.02	0.00	0.02	0.02	0.01
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			122									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.17	0.03	0.30	0.14	0.07	0.24	0.31	0.10	0.24	0.06
OvlAdjV/S :			0.08									
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 4.00		1.00	2.00 3.95		0.05	0.57	0.43	1.00	0.87	0.13	1.00
Final Sat.:	1600 6400		1600	3200 6314		86	914	686	1600	1387	213	1600
Capacity Analysis Module:												
Vol/Sat:	0.01 0.31		0.06	0.10 0.32		0.32	0.01	0.02	0.01	0.04	0.05	0.18
Crit Moves:	****			****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 4.00		1.00	2.00 3.97		0.03	0.35	0.65	1.00	0.85	0.15	1.00
Final Sat.:	1600 6400		1600	3200 6350		50	555	1045	1600	1356	247	1596
Capacity Analysis Module:												
Vol/Sat:	0.03 0.36		0.12	0.06 0.33		0.33	0.01	0.03	0.03	0.12	0.15	0.15
Crit Moves:	****			****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	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: 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
OvlAdjVol:												162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.77	0.23	2.00	3.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	6035	365	3200	5962	438	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.36	0.04	0.40	0.40	0.06	0.31	0.06	0.07	0.25	0.14
OvlAdjV/S :												0.10
Crit Moves:	****			****			****			****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.93	0.07	1.00	3.92	0.08	1.00	0.47	0.53	1.00	0.52	0.48
Final Sat.:	1600	6291	109	1600	6267	133	1600	745	855	1600	832	768
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.03	0.39	0.39	0.03	0.07	0.07	0.03	0.05	0.05
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.82	0.18	1.00	3.94	0.06	1.00	0.26	0.74	1.00	0.39	0.61
Final Sat.:	1600	6109	291	1600	6308	92	1600	410	1190	1600	632	968
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.51	0.04	0.56	0.56	0.04	0.15	0.15	0.10	0.08	0.08
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.247
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 4	0 1	2	0 4	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module: >> Count Date: 26 Mar 2005 << 1245-1345												
Base Vol:	421	2452	161	494	2774	267	554	946	417	264	710	217
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	4800	1600	3200	3648	1152
Capacity Analysis Module:												
Vol/Sat:	0.20	0.42	0.16	0.16	0.48	0.18	0.18	0.21	0.37	0.13	0.21	0.21
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			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
OvlAdjVol:									114			20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.79	0.21	1.00	1.23	0.77	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	1271	329	1600	1966	1234	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.03	0.03	0.42	0.03	0.04	0.04	0.11	0.03	0.03	0.04
OvlAdjV/S :									0.07			0.01
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #83 Hawthorne Blvd/Del Amo Circle W-Del Amo Circle N

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6220	180	3200	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.43	0.05	0.42	0.03	0.02	0.01	0.03	0.07	0.01	0.09
Crit Moves:		****		****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.233
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 4	0	1	2 0 3	1	0	1 0 1	1	0	2 0 3	0	1
Volume Module: >> Count Date: 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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00 4.00		1.00	2.00 3.90		0.10	1.00	1.81	0.19	2.00	3.00	1.00
Final Sat.:	1600 6400		1600	3200 6241		159	1600	2893	307	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09 0.44		0.22	0.25 0.41		0.41	0.07	0.21	0.21	0.14	0.13	0.41
Crit Moves:	****			****			****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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			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:	1600 1600		1600	1600 1600		1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00 4.00		1.00	2.00 4.00		1.00	1.00	0.35	0.65	1.00	0.41	0.59
Final Sat.:	3200 6400		1600	3200 6400		1600	1600	560	1040	1600	660	940
Capacity Analysis Module:												
Vol/Sat:	0.04 0.41		0.00	0.11 0.37		0.08	0.10	0.10	0.10	0.11	0.06	0.10
Crit Moves:	****			****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.200
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 4	0 1	2	0 4	0 1	2	0 2	1 0	2	0 2	1 0
Volume Module: >> Count Date: 26 Mar 2005 << 1215-1315												
Base Vol:	361	2492	670	363	1829	151	275	628	123	1208	1252	266
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	4065	735	3200	3943	857
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.43	0.12	0.33	0.11	0.09	0.17	0.17	0.39	0.34	0.34
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.85	0.15	1.00	3.93	0.07	0.49	0.51	1.00	0.56	0.44	1.00
Final Sat.:	1600	6157	243	1600	6295	105	779	821	1600	890	710	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.41	0.18	0.38	0.38	0.04	0.08	0.01	0.04	0.07	0.06
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.88	0.12	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	6204	196	3200	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.35	0.15	0.38	0.05	0.09	0.14	0.07	0.10	0.12	0.31
Crit Moves:		****			****			****				****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 1
Volume Module: >> Count Date: 30 Apr 2005 << 1300-1400												
Base Vol:	18	1623	120	241	1549	10	19	8	7	223	4	511
Growth Adj:	1.03	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
OvlAdjVol:												34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	6001	399	1600	4800	1600	1600	853	747	1600	25	3175
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.16	0.38	0.01	0.01	0.01	0.01	0.14	0.17	0.17
OvlAdjV/S :												0.01
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	3	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	273	932	135	446	958	365	399	1128	308	235	1062	393
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4282	518	3200	4800	1600	1600	3834	966	1600	3582	1218
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.27	0.14	0.25	0.24	0.26	0.33	0.33	0.15	0.33	0.33
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.97	0.03	0.50	0.50	1.00	0.56	0.44	1.00
Final Sat.:	1600	4777	23	1600	4753	47	800	800	1600	903	697	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.03	0.35	0.35	0.01	0.02	0.01	0.01	0.03	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.97	0.03	0.13	0.87	1.00	1.00	1.00	1.00
Final Sat.:	1600	4550	250	1600	4752	48	204	1396	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.02	0.34	0.34	0.01	0.03	0.07	0.06	0.01	0.04
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.64	0.36	0.96	0.04	1.00	0.31	0.69	1.00
Final Sat.:	1600	4800	1600	1600	4217	583	1528	72	1600	500	1100	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.01	0.02	0.38	0.38	0.11	0.11	0.02	0.00	0.00	0.02
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	2.00	1.00	2.00	1.98	0.02	0.85	0.15	1.00	1.00	0.03	1.97												
Final Sat.:	1600	3200	1600	3200	3174	26	1360	240	1600	1600	40	3160												
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.36	0.07	0.08	0.43	0.43	0.01	0.01	0.00	0.06	0.10	0.10												
Crit Moves:		****		****			****				****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.95	0.05	1.00	2.00	0.00												
Final Sat.:	1600	0	1600	0	0	0	0	3117	83	1600	3200	0												
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.00	0.07	0.00	0.00	0.00	0.00	0.37	0.37	0.07	0.30	0.00												
Crit Moves:			****					****		****														

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.02	0.36	0.00	0.00	0.42	0.06
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0	0 1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.39	1.00	0.74	0.26	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	978	622	1600	1179	421	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.04	0.01	0.01	0.01	0.01	0.30	0.03	0.05	0.30	0.02
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 0	1 0	1	0 0	0 1	1	0 2	1 0	1	0 4	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	78	1	20	20	0	22	30	1665	77	48	1812	25
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.05	0.95	1.00	0.00	1.00	1.00	2.87	0.13	1.00	4.00	1.00
Final Sat.:	1600	76	1524	1600	0	1600	1600	4597	203	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.01	0.00	0.01	0.02	0.39	0.39	0.03	0.30	0.02
Crit Moves:	****					****			****		****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #99 I-405 NB On-Ramp/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 0	0 0	0	0 0	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module: >> Count Date: 7 May 2005 << 1145-1245												
Base Vol:	0	0	0	0	0	0	178	1064	0	0	715	553
Growth Adj:	1.03	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
Reduced Vol:	0	0	0	0	0	0	183	1099	0	0	739	570
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	183	1099	0	0	739	570
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	2.00	0.00	0.00	1.13	0.87
Final Sat.:	0	0	0	0	0	0	1600	3200	0	0	1807	1393
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.34	0.00	0.00	0.41	0.41
Crit Moves:							****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #100 I-405 Off-ramp-Osage Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.37	0.01	0.62		0.00	2.00	1.00		0.00	2.00	0.00	
Final Sat.:	0	0	1600		2208	0	992		0	3200	1600		0	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.20	0.00	0.20		0.00	0.25	0.01		0.00	0.23	0.00	
Crit Moves:			****		****					****			****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		0	0	3200		0	0	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.26		0.00	0.00	0.00		0.00	0.29	0.14	
Crit Moves:							****							****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 I-405 SB Ramps/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516	
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	22	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0 0	0 0	0	0 0	2 1	1	0 0	0 0	0
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315												
Base Vol:	0	0	294	0	0	0	0	727	891	0	0	0
Growth Adj:	1.03	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
Reduced Vol:	0	0	303	0	0	0	0	749	918	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	303	0	0	0	0	749	918	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00
Final Sat.:	0	0	1600	0	0	0	0	3200	3200	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.23	0.29	0.00	0.00	0.00
Crit Moves:			****						****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #103 I-405 NB Ramps/182nd St (Crenshaw)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782	
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	45	Level Of Service:	C	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.95	0.01	0.04	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3131	0	69	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.21	0.32	0.04	0.26	0.00
Crit Moves:	****								****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #104 I-405 SB Ramps/Crenshaw Blvd (182nd St)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	0 0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0 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
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.37	0.63	0.21	0.00	1.79	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3784	1016	343	0	2857	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.24	0.00	0.00	0.32	0.32	0.21	0.00	0.21	0.00	0.00	0.00
OvlAdjV/S :									0.00			
Crit Moves:	****				****		****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.16	0.00	0.84
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	1861	0	1339
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.17	0.04	0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.18
OvlAdjV/S :			0.00									
Crit Moves:		****		****								****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #106 I-405 SB Ramps/190th St (Western Ave)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.47	0.00	0.53	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2351	0	849	3200	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.15	0.11	0.00	0.00	0.23	0.10
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #107 Inglewood Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.196
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 26 Mar 2005 << 1230-1330												
Base Vol:	65	111	49	299	74	617	665	817	45	116	960	175
Growth Adj:	1.03	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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.63	1.00	0.80	0.20	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	591	1009	1600	1283	317	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.03	0.24	0.24	0.40	0.43	0.28	0.03	0.07	0.33	0.11
OvlAdjV/S :						0.00						
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	1600	0	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.02	0.33	0.00	0.00	0.21	0.03
Crit Moves:						****		****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6343	57	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.31	0.31	0.05	0.41	0.00
Crit Moves:			****					****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 Madison St/SkyparK Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 14 May 2005 << 1245-1345												
Base Vol:	85	117	161	15	101	11	7	351	21	199	588	19
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.89	0.11	1.00	1.94	0.06
Final Sat.:	1600	1600	1600	1600	2886	314	1600	3019	181	1600	3100	100
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.10	0.01	0.04	0.04	0.00	0.12	0.12	0.13	0.20	0.20
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	1	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	1.26	0.30	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.91	0.09
Final Sat.:	701	2016	482	1600	1600	1600	1600	4746	54	1600	4649	151
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.08	0.08	0.01	0.07	0.31	0.31	0.05	0.39	0.39
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.77	0.23	1.95	0.05	1.00	2.00	0.00	1.00
Final Sat.:	1600	4800	1600	1600	4436	364	3115	85	1600	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.00	0.00	0.31	0.31	0.04	0.04	0.03	0.00	0.00	0.00
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.74	0.26	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	4795	5	1600	4387	413	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.00	0.26	0.26	0.07	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4189	611	3200	4800	1600	3200	3200	1600	3200	4068	732
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.07	0.21	0.15	0.10	0.21	0.18	0.07	0.25	0.25
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	0	1600	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.24	0.08	0.03	0.00	0.09	0.00	0.00	0.00
OvlAdjV/S :						0.00						
Crit Moves:	****				****				****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #116 Madrona Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	4800	1600	1600	4154	646
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.05	0.05	0.05	0.16	0.25	0.11	0.19	0.05	0.05	0.27	0.27
Crit Moves:	****						****	****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.378
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	2	0 2	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 27 Mar 2005 << 1245-1345												
Base Vol:	70	372	16	64	499	129	81	93	36	4	81	90
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.88	0.12	2.00	2.00	1.00	1.00	1.44	0.56	1.00	1.00	1.00
Final Sat.:	1600	4608	192	3200	3200	1600	1600	2307	893	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.02	0.16	0.08	0.05	0.04	0.04	0.00	0.05	0.06
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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	1.03	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	
OvlAdjVol:											0												0	
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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		3200		3200		4800		0		0		4800		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.11	0.10	0.29	0.00	0.00	0.33	0.19												
OvlAdjV/S :						0.00						0.00												
Crit Moves:				****				****			****													

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.204
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Split Phase						Split Phase					
Rights:	Ovl						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	1	0	1		0	1	1	0	1		1	0	1	0	1		1	1	0	0	1	
Volume Module: >> Count Date: 23 Apr 2005 << 1200-1300																								
Base Vol:	2		161		37		62		161		0		2		3		0		78		0		77	
Growth Adj:	1.03	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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	
OvlAdjVol:											0													
Saturation Flow Module:																								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.98	1.00	0.56	1.44	1.00	1.00	1.00	1.00	2.00	0.00	1.00												
Final Sat.:	39	3161	1600	890	2310	1600	1600	1600	1600	3200	0	1600												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.05	0.03	0.04	0.07	0.00	0.00	0.00	0.00	0.03	0.00	0.05												
OvlAdjV/S :			0.00																					
Crit Moves:	****			****				****				****												

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.02	0.05	0.08	0.06	0.04	0.27	0.05	0.01	0.29	0.03
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #121 Maple Ave/Carson St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1319	281	1600	1484	116	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.03	0.11	0.11	0.01	0.47	0.05	0.03	0.47	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 23 Apr 2005 << 1300-1400												
Base Vol:	193	235	48	22	232	18	17	98	86	97	95	9
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.86	0.14	1.00	1.07	0.93	1.00	1.83	0.17
Final Sat.:	1600	2657	543	1600	2970	230	1600	1704	1496	1600	2923	277
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.09	0.01	0.08	0.08	0.01	0.06	0.06	0.06	0.03	0.03
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.67	0.33	2.00	2.60	0.40	2.00	3.84	0.16
Final Sat.:	1600	2520	680	1600	2667	533	3200	4158	642	3200	6148	252
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.06	0.10	0.10	0.04	0.39	0.39	0.06	0.25	0.25
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #124 Maple Ave/226th St-Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	0	1	
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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.08	1.00				0.80	0.20	1.00			
Final Sat.:	1600	1600	1600	1600	1600	1600	1473	127	1600				1280	320	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.01	0.21	0.00	0.04	0.31	0.08	0.05	0.06	0.01				0.00	0.00	0.05			
Crit Moves:	****				****		****								****			

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	T	R	L	T	R	L	T	R				L	T	R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.05	1.00				1.00	0.00	1.00			
Final Sat.:	1600	1600	1600	1600	1600	1600	1527	73	1600				1600	0	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.20	0.00	0.00	0.31	0.01	0.01	0.01	0.04				0.00	0.00	0.01			
Crit Moves:	****				****				****				****					

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module: >> Count Date: 7 May 2005 << 1230-1330																
Base Vol:	5	0	9		0	0	0		0	1192	2		10	1231	0	
Growth Adj:	1.03	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.99	0.01		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	4793	7		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.29	0.29		0.01	0.45	0.00	
Crit Moves:			****						****					****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	1 0	1	0	0	1 0	2	0	2	1 0	1	0	3	0 1
Volume Module: >> Count Date: 9 Apr 2005 << 1300-1400																
Base Vol:	117	34	113		40	23	43		62	796	36		96	874	33	
Growth Adj:	1.03	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	
OvlAdjVol:			30													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.89	0.25	0.86		1.00	0.35	0.65		2.00	2.88	0.12		1.00	3.00	1.00	
Final Sat.:	1414	408	1378		1600	558	1042		3200	4604	196		1600	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.09	0.09		0.03	0.04	0.04		0.02	0.19	0.19		0.06	0.20	0.02	
OvlAdjV/S :			0.02													
Crit Moves:	****					****				****				****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	196	1404	1600	628	972	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.05	0.04	0.10	0.05	0.05	0.20	0.01	0.03	0.18	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: >> Count Date: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.43	0.01	1.56	1.00	1.00	0.00	1.00	2.72	0.28	1.00	2.00	1.00
Final Sat.:	2296	15	2489	1600	1600	0	1600	4356	444	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.26	0.26	0.12	0.40	0.00
Crit Moves:		****		****				****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			92									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.19	0.04	0.06	0.02	0.02	0.19	0.03	0.13	0.17	0.04
OvlAdjV/S :			0.06									
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1980	1220	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.16	0.16	0.06	0.10	0.10	0.06	0.27	0.13	0.11	0.33	0.06
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #132 Palos Verdes Blvd/Catalina-Camino Del Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	0.72	0.28	1.00	0.23	0.77	1.00
Final Sat.:	1600	3151	49	1600	3200	1600	1152	448	1600	369	1231	1600
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.03	0.17	0.07	0.07	0.10	0.20	0.01	0.06	0.04
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	0	1 0	0 1
Volume Module: >> Count Date: 30 Apr 2005 << 1200-1300												
Base Vol:	33	913	12	29	702	69	99	58	55	5	27	30
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.82	0.18	1.00	1.00	1.00	0.16	0.84	1.00
Final Sat.:	1600	3159	41	1600	2915	285	1600	1600	1600	250	1350	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.02	0.25	0.25	0.06	0.04	0.04	0.00	0.02	0.02
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	0.20	0.80	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3142	58	327	1273	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.07	0.03	0.23	0.23	0.01	0.03	0.01	0.07	0.01	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.01	0.00	0.00	0.00	0.00	0.41	0.11	0.01	0.41	0.00
Crit Moves:	****							****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.21	0.24	0.08	0.08	0.24	0.11	0.09	0.27	0.12
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			248									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4418	382	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.26	0.18	0.34	0.04	0.12	0.25	0.25	0.11	0.35	0.10
OvlAdjV/S :			0.15									
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #138 Prairie Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2530	670	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.10	0.05	0.37	0.08	0.11	0.12	0.12	0.16	0.13	0.03
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #139 Prairie 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):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 3	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.57	0.43	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4113	687	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.25	0.08	0.25	0.15	0.13	0.22	0.22	0.13	0.27	0.09
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.12	0.04	0.18	0.15	0.07	0.23	0.10	0.04	0.22	0.10
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.03	0.08	0.01	0.04	0.04	0.28	0.04	0.08	0.30	0.03
Crit Moves:			****	****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Split Phase			Split Phase			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	2	0	1	1	0	2	0 1
Volume Module: >> Count Date: 30 Apr 2005 << 1245-1345																		
Base Vol:	6	14	12	286	4	61	63	967	9				31	1111	151			
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	0.19	0.44	0.37	0.99	0.01	1.00	1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	300	700	600	1578	22	1600	1600	3200	1600				1600	3200	1600			
Capacity Analysis Module:																		
Vol/Sat:	0.02	0.02	0.02	0.19	0.19	0.04	0.04	0.34	0.01				0.02	0.39	0.10			
Crit Moves:		****			****			****						****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound						West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R				L	- T	- R			
Control:	Permitted			Permitted			Permitted						Permitted					
Rights:	Include			Include			Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0				0	0	0			
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.67	0.33				1.00	2.89	0.11			
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4276	524				1600	4618	182			
Capacity Analysis Module:																		
Vol/Sat:	0.09	0.11	0.06	0.04	0.07	0.04	0.09	0.33	0.33				0.07	0.37	0.37			
Crit Moves:	****				****		****							****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.42	0.58	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1600	1600	1600	667	933	1600	1600	3200	1600	1600	3184	16
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.03	0.01	0.02	0.00	0.00	0.33	0.03	0.02	0.38	0.38
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2379	821	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.17	0.10	0.08	0.13	0.29	0.05	0.06	0.28	0.13
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #146 Van Ness Ave/166th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: >> Count Date: 7 May 2005 << 1215-1315												
Base Vol:	21	270	24	43	326	24	13	68	28	80	110	33
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	1.86	1.00	0.23	1.77	1.00	0.16	0.84	1.00	0.42	0.58	1.00
Final Sat.:	228	2972	1600	364	2836	1600	257	1343	1600	674	926	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.03	0.12	0.02	0.01	0.05	0.02	0.05	0.12	0.02
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module: >> Count Date: 8 May 2005 << 1215-1315												
Base Vol:	61	196	93	124	219	79	43	926	28	102	787	90
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	2.91	0.09	1.00	2.69	0.31
Final Sat.:	1600	3200	1600	1600	2376	824	1600	4659	141	1600	4307	493
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.08	0.10	0.10	0.03	0.20	0.20	0.07	0.19	0.19
Crit Moves:		****			****			****			****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.61	0.39	1.00	1.76	0.24	1.00	1.65	0.35
Final Sat.:	1600	2513	687	1600	2575	625	1600	2816	384	1600	2634	566
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.04	0.10	0.10	0.04	0.08	0.08	0.04	0.13	0.13
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	3200	1600	1600	2228	972	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.04	0.02	0.10	0.10	0.06	0.19	0.02	0.04	0.24	0.03
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #150 Van Ness Ave/195th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	0	481	8	0	375	0	0	0	0	1	0	1
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2744	456	3200	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.03	0.02	0.12	0.12	0.03	0.62	0.01	0.02	0.28	0.01
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.158
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 13 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module: >> Count Date: 30 Apr 2005 << 1230-1330																								
Base Vol:	11	269	4				7	218	14				20	3	8				14	4	9			
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				0.88	0.12	1.00				0.78	0.22	1.00			
Final Sat.:	1600	3200	1600				1600	3200	1600				1415	185	1600				1244	356	1600			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.09	0.00				0.00	0.07	0.01				0.01	0.02	0.01				0.01	0.01	0.01			
Crit Moves:		****						****						****						****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module: >> Count Date: 26 Mar 2005 << 1300-1400																								
Base Vol:	30	0	67				0	0	0				0	390	27				27	359	0			
Growth Adj:	1.03	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:	1600	1600	1600				1600	1600	1600				1600	1600	1600				1600	1600	1600			
Adjustment:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	2.00	1.00				1.00	2.00	0.00			
Final Sat.:	1600	0	1600				0	0	0				0	3200	1600				1600	3200	0			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.00	0.04				0.00	0.00	0.00				0.00	0.35	0.02				0.02	0.28	0.00			
Crit Moves:			****											****						****				

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #154 Victor St/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.510
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.02	0.33	0.00	0.00	0.42	0.04
Crit Moves:				****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.08	0.10	0.23	0.04	0.06	0.14	0.02	0.04	0.16	0.08
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.51	0.49
Final Sat.:	1600	3200	1600	3200	3200	1600	1600	4800	1600	1600	4016	784
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.18	0.08	0.24	0.05	0.11	0.22	0.05	0.18	0.24	0.24
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.42	0.58	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2272	928	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.05	0.05	0.16	0.07	0.06	0.08	0.08	0.05	0.06	0.05
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		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
OvlAdjVol:			28						186			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	4800	1600	3200	3217	1583	3200	4800	1600	3200	3996	804
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.03	0.02	0.18	0.18	0.07	0.08	0.15	0.02	0.13	0.13
OvlAdjV/S :			0.02						0.12			
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1564	36	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.01	0.26	0.06	0.06	0.06	0.07	0.01	0.00	0.01
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.758
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.70	0.30	1.00	1.00	1.00	0.02	0.93	0.05
Final Sat.:	1600	3200	1600	1600	4316	484	1600	1600	1600	32	1487	81
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.01	0.02	0.26	0.26	0.06	0.67	0.04	0.74	0.74	0.74
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 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
OvlAdjVol:						10						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.07	0.06	0.18	0.07	0.06	0.20	0.04	0.07	0.19	0.03
OvlAdjV/S :						0.01						
Crit Moves:		****			****				****		****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.92	0.08	0.67	0.33	1.00	0.24	0.47	0.29
Final Sat.:	1600	3200	1600	1600	4675	125	1078	522	1600	391	744	465
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.02	0.02	0.23	0.23	0.06	0.09	0.03	0.01	0.06	0.06
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.11	0.07	0.25	0.10	0.06	0.37	0.10	0.05	0.33	0.06
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.26	0.25	0.49	0.41	0.42	0.17
Final Sat.:	1600	3200	1600	1600	3200	1600	421	400	779	650	675	275
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.01	0.02	0.30	0.02	0.03	0.10	0.10	0.02	0.04	0.04
Crit Moves:		****		****				****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.08	0.04	0.34	0.01	0.03	0.11	0.11	0.13	0.13	0.03
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #166 Western Ave/Plaza Del Amo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	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
Reduced Vol:	6	1288	18	33	1566	3	2	0	0	5	0	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.:	6	1288	18	33	1566	3	2	0	0	5	0	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	0.00	0.07	0.00	0.93
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	0	0	110	0	1490
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.01	0.02	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Crit Moves:	****				****		****					****

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.31	0.69	1.00	2.25	0.75	1.00	2.70	0.30	1.00	2.62	0.38
Final Sat.:	1600	3693	1107	1600	3607	1193	1600	4326	474	1600	4190	610
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.11	0.18	0.18	0.11	0.28	0.28	0.18	0.23	0.23
Crit Moves:	****				****			****		****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #168 Western Ave/235th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module: >> Count Date: 14 May 2005 << 1230-1330												
Base Vol:	69	907	6	27	845	35	23	0	80	3	0	29
Growth Adj:	1.03	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
Reduced Vol:	71	967	6	28	904	36	24	0	82	3	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	967	6	28	904	36	24	0	82	3	0	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.02	0.28	0.02	0.01	0.00	0.05	0.00	0.00	0.02
Crit Moves:	****				****				****	****		

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.12	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1405	195	1600	1389	211	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.02	0.02	0.01	0.01	0.29	0.04	0.02	0.32	0.01
Crit Moves:	****				****		****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	6 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.47	0.53	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	795	805	1600	755	845	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.04	0.05	0.10	0.03	0.03	0.28	0.02	0.05	0.33	0.05
Crit Moves:		****		****			****				****	

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - ICU METHODOLOGY
MID-DAY WEEKEND PEAK HOUR

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #171 Yukon Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 2 Apr 2005 << 1215-1315												
Base Vol:	30	102	83	52	73	73	61	422	31	97	552	53
Growth Adj:	1.03	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.47	0.39	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.82	0.18
Final Sat.:	223	759	618	1600	1600	1600	1600	2981	219	1600	2920	280
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.03	0.05	0.05	0.04	0.15	0.15	0.06	0.19	0.19
Crit Moves:		****		****			****				****	