APPENDIX E
FORECAST LONG-RANGE FUTURE CONDITIONS
HCM LOS ANALYSIS SHEETS

Weekday AM Peak Hour

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.7
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	0	1	0	1	0	1	0	1	1	0	2	0	1	1	0	1	1	0
Volume Module: 0745-0845																				
Base Vol:	23	14		27		31	23		16		40	966		38		41	1091		28	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	23	14		27		31	23		16		40	966		38		41	1091		28	
Added Vol:	0	0		8		0	0		0		0	53		0		-6	-58		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	23	14		35		31	23		16		40	1019		38		35	1033		28	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	23	14		35		31	23		16		40	1019		38		35	1033		28	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	23	14		35		31	23		16		40	1019		38		35	1033		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	
FinalVolume:	23	14		35		31	23		16		40	1019		38		35	1033		28	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95	
Lanes:	1.00	0.29		0.71		1.00	1.00		1.00		1.00	2.00		1.00		1.00	1.95		0.05	
Final Sat.:	1700	514		1286		1700	1800		1800		1700	3600		1800		1700	3505		95	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.03		0.03		0.02	0.01		0.01		0.02	0.28		0.02		0.02	0.29		0.29	
Crit Moves:		****															****			
Green/Cycle:	0.08	0.08		0.08		0.08	0.08		0.08		0.88	0.88		0.88		0.88	0.88		0.88	
Volume/Cap:	0.17	0.34		0.34		0.22	0.16		0.11		0.03	0.32		0.02		0.02	0.34		0.34	
Delay/Veh:	43.4	44.8		44.8		43.8	43.3		42.9		0.8	1.1		0.8		0.8	1.1		1.1	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	43.4	44.8		44.8		43.8	43.3		42.9		0.8	1.1		0.8		0.8	1.1		1.1	
LOS by Move:	D	D		D		D	D		D		A	A		A		A	A		A	
HCM2kAvgQ:	1	2		2		1	1		1		0	3		0		0	3		3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.3
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase					Split Phase					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: 0845-0945																				
Base Vol:	0		0		0	23		0		15	4	1241		0		0	1656		44	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		0		0	23		0		15	4	1241		0		0	1656		44	
Added Vol:	0		0		0	0		0		0	0	9		0		0	11		0	
PasserByVol:	0		0		0	0		0		0	0	0		0		0	0		0	
Initial Fut:	0		0		0	23		0		15	4	1250		0		0	1667		44	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0		0		0	23		0		15	4	1250		0		0	1667		44	
Reduct Vol:	0		0		0	0		0		0	0	0		0		0	0		0	
Reduced Vol:	0		0		0	23		0		15	4	1250		0		0	1667		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	
FinalVolume:	0		0		0	23		0		15	4	1250		0		0	1667		44	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.89	0.95		0.95		0.84	0.95		0.95		0.89	0.95		0.95		0.89	0.95		0.95	
Lanes:	0.00	0.00		0.00		2.00	0.00		1.00		1.00	3.00		0.00		0.00	2.92		0.08	
Final Sat.:	0		0		0	3200		0		1800	1700	5400		0		0	5261		139	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00		0.00		0.01	0.00		0.01		0.00	0.23		0.00		0.00	0.32		0.32	
Crit Moves:										****	****						****			
Green/Cycle:	0.00	0.00		0.00		0.02	0.00		0.02		0.01	0.92		0.00		0.00	0.91		0.91	
Volume/Cap:	0.00	0.00		0.00		0.30	0.00		0.35		0.35	0.25		0.00		0.00	0.35		0.35	
Delay/Veh:	0.0	0.0		0.0		50.2	0.0		52.9		66.9	0.5		0.0		0.0	0.6		0.6	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	0.0		0.0		50.2	0.0		52.9		66.9	0.5		0.0		0.0	0.6		0.6	
LOS by Move:	A	A		A		D	A		D		E	A		A		A	A		A	
HCM2kAvgQ:	0	0		0		1	0		1		1	2		0		0	3		3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	137	0	64	0	0	0	0	1264	98	55	1051	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	64	0	0	0	0	1264	98	55	1051	0
Added Vol:	2	0	0	0	0	0	0	-18	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	0	64	0	0	0	0	1246	98	55	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:	139	0	64	0	0	0	0	1246	98	55	1073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	0	64	0	0	0	0	1246	98	55	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
FinalVolume:	139	0	64	0	0	0	0	1246	98	55	1073	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.35	0.05	0.03	0.30	0.00
Crit Moves:	****							****				
Green/Cycle:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Volume/Cap:	0.45	0.00	0.19	0.00	0.00	0.00	0.00	0.45	0.07	0.04	0.38	0.00
Delay/Veh:	37.3	0.0	34.9	0.0	0.0	0.0	0.0	3.9	2.7	2.6	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	0.0	34.9	0.0	0.0	0.0	0.0	3.9	2.7	2.6	3.6	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	2	0	0	0	0	7	1	0	6	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: 0800-0900												
Base Vol:	20	9	18	93	2	13	11	1790	6	5	2590	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	9	18	93	2	13	11	1790	6	5	2590	99
Added Vol:	0	0	0	0	0	0	0	38	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	9	18	93	2	13	11	1828	6	5	2602	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	9	18	93	2	13	11	1828	6	5	2602	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	9	18	93	2	13	11	1828	6	5	2602	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	9	18	93	2	13	11	1828	6	5	2602	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.69	0.31	1.00	1.96	0.04	1.00	1.00	2.99	0.01	1.00	2.89	0.11
Final Sat.:	1241	559	1800	3426	74	1800	1700	5382	18	1700	5202	198
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.01	0.34	0.34	0.00	0.50	0.50
Crit Moves:		****			****						****	
Green/Cycle:	0.03	0.03	0.03	0.05	0.05	0.05	0.87	0.87	0.87	0.87	0.87	0.87
Volume/Cap:	0.58	0.58	0.36	0.58	0.58	0.15	0.01	0.39	0.39	0.00	0.58	0.58
Delay/Veh:	63.7	63.7	52.1	51.7	51.7	46.6	0.9	1.4	1.4	0.9	2.0	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	63.7	52.1	51.7	51.7	46.6	0.9	1.4	1.4	0.9	2.0	2.0
LOS by Move:	E	E	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	3	3	1	0	4	4	0	8	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	1	0	1	0	1	0	1	0	3	0	1	1	0	2	1	0
Volume Module: 0730-0830																		
Base Vol:	60	7		14	12	19		151	84	1187		65	19	1237		18
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	60	7		14	12	19		151	84	1187		65	19	1237		18
Added Vol:	0	0		0	0	0		0	0	14		0	0	17		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	60	7		14	12	19		151	84	1201		65	19	1254		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:	60	7		14	12	19		151	84	1201		65	19	1254		18
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	60	7		14	12	19		151	84	1201		65	19	1254		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
FinalVolume:	60	7		14	12	19		151	84	1201		65	19	1254		18
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.95	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	1.00	1.00		1.00	0.39	0.61		1.00	1.00	3.00		1.00	1.00	2.96		0.04
Final Sat.:	1700	1800		1800	697	1103		1800	1700	5400		1800	1700	5324		76
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00		0.01	0.02	0.02		0.08	0.05	0.22		0.04	0.01	0.24		0.24
Crit Moves:								****	****					****		
Green/Cycle:	0.21	0.21		0.21	0.21	0.21		0.21	0.13	0.69		0.69	0.03	0.60		0.60
Volume/Cap:	0.17	0.02		0.04	0.08	0.08		0.39	0.39	0.32		0.05	0.32	0.39		0.39
Delay/Veh:	32.3	31.0		31.2	31.5	31.5		34.3	41.4	6.2		5.0	50.3	10.5		10.5
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	32.3	31.0		31.2	31.5	31.5		34.3	41.4	6.2		5.0	50.3	10.5		10.5
LOS by Move:	C	C		C	C	C		C	D	A		A	D	B		B
HCM2kAvgQ:	2	0		0	1	1		4	3	5		1	1	7		7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0	1	0	0	1	0	0	1	0	0		1	1	0	2	0	1
Volume Module: 0730-0830																		
Base Vol:	7	12		34	119	8		22	13	778		2	34	647		39
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	7	12		34	119	8		22	13	778		2	34	647		39
Added Vol:	0	0		0	0	0		0	0	-11		0	0	14		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	7	12		34	119	8		22	13	767		2	34	661		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:	7	12		34	119	8		22	13	767		2	34	661		39
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	7	12		34	119	8		22	13	767		2	34	661		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
FinalVolume:	7	12		34	119	8		22	13	767		2	34	661		39
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95		0.95	0.95	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	0.37	0.63		1.00	0.80	0.05		0.15	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	663	1137		1800	1438	97		266	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01		0.02	0.08	0.08		0.08	0.01	0.21		0.00	0.02	0.18		0.02
Crit Moves:						****				****						
Green/Cycle:	0.27	0.27		0.27	0.27	0.27		0.27	0.69	0.69		0.69	0.69	0.69		0.69
Volume/Cap:	0.04	0.04		0.07	0.31	0.31		0.31	0.01	0.31		0.00	0.03	0.27		0.03
Delay/Veh:	27.1	27.1		27.3	29.5	29.5		29.5	4.8	6.1		4.8	4.9	5.9		4.9
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	27.1	27.1		27.3	29.5	29.5		29.5	4.8	6.1		4.8	4.9	5.9		4.9
LOS by Move:	C	C		C	C	C		C	A	A		A	A	A		A
HCM2kAvgQ:	0	0		1	4	4		4	0	5		0	0	4		0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: 0715-0815												
Base Vol:	481	0	539	0	0	0	0	884	422	457	800	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	0	539	0	0	0	0	884	422	457	800	0
Added Vol:	1	0	0	0	0	0	0	18	1	1	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	0	539	0	0	0	0	902	423	458	820	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	539	0	0	0	0	902	423	458	820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	0	539	0	0	0	0	902	423	458	820	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	0	539	0	0	0	0	902	423	458	820	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.48	0.00	1.52	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2563	0	2732	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.20	0.00	0.00	0.00	0.00	0.25	0.24	0.27	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.61	0.00	0.00	0.00	0.00	0.34	0.34	0.36	0.70	0.00
Volume/Cap:	0.75	0.00	0.32	0.00	0.00	0.00	0.00	0.75	0.70	0.75	0.33	0.00
Delay/Veh:	43.6	0.0	11.2	0.0	0.0	0.0	0.0	37.8	38.2	38.4	7.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	0.0	11.2	0.0	0.0	0.0	0.0	37.8	38.2	38.4	7.2	0.0
LOS by Move:	D	A	B	A	A	A	A	D	D	D	A	A
HCM2kAvgQ:	13	0	6	0	0	0	0	17	15	18	6	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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: 0730-0830												
Base Vol:	18	1077	14	54	902	74	168	39	51	11	33	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1077	14	54	902	74	168	39	51	11	33	39
Added Vol:	0	1	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1078	14	54	904	74	168	39	51	11	33	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:	18	1078	14	54	904	74	168	39	51	11	33	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1078	14	54	904	74	168	39	51	11	33	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
FinalVolume:	18	1078	14	54	904	74	168	39	51	11	33	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.81	0.19	1.00	0.25	0.75	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1461	339	1800	450	1350	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.01	0.03	0.25	0.04	0.12	0.12	0.03	0.02	0.02	0.02
Crit Moves:		****						****				
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.02	0.43	0.01	0.05	0.36	0.06	0.43	0.43	0.11	0.09	0.09	0.08
Delay/Veh:	4.7	6.8	4.7	4.9	6.4	4.9	31.0	31.0	27.8	27.7	27.7	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	6.8	4.7	4.9	6.4	4.9	31.0	31.0	27.8	27.7	27.7	27.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	8	0	1	6	1	6	6	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.7
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 1 0			1 0 1 1 0		
Volume Module: 0715-0815												
Base Vol:	104	803	167	332	709	202	250	832	76	128	451	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	803	167	332	709	202	250	832	76	128	451	170
Added Vol:	1	1	11	0	2	0	0	9	1	8	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	804	178	332	711	202	250	841	77	136	463	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:	105	804	178	332	711	202	250	841	77	136	463	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	804	178	332	711	202	250	841	77	136	463	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
FinalVolume:	105	804	178	332	711	202	250	841	77	136	463	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	1.00	1.46	0.54
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4947	453	1700	2633	967
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.10	0.20	0.20	0.11	0.15	0.17	0.17	0.08	0.18	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.28	0.28	0.25	0.40	0.40	0.19	0.28	0.28	0.13	0.22	0.22
Volume/Cap:	0.49	0.79	0.35	0.79	0.49	0.28	0.79	0.62	0.62	0.62	0.79	0.79
Delay/Veh:	50.7	44.3	34.8	52.5	27.1	24.4	59.7	38.6	38.6	54.5	49.7	49.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	44.3	34.8	52.5	27.1	24.4	59.7	38.6	38.6	54.5	49.7	49.7
LOS by Move:	D	D	C	D	C	C	E	D	D	D	D	D
HCM2kAvgQ:	5	16	6	15	10	5	12	11	11	6	14	14

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.349
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.9
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module: 0700-0800												
Base Vol:	16	926	42	129	792	82	93	40	13	14	23	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	926	42	129	792	82	93	40	13	14	23	115
Added Vol:	0	13	0	0	11	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	939	42	129	803	82	93	40	14	14	23	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	939	42	129	803	82	93	40	14	14	23	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	939	42	129	803	82	93	40	14	14	23	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
FinalVolume:	16	939	42	129	803	82	93	40	14	14	23	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.70	0.30	1.00	0.38	0.62	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1259	541	1800	681	1119	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.02	0.08	0.22	0.05	0.07	0.07	0.01	0.02	0.02	0.06
Crit Moves:		****						****				
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.01	0.35	0.03	0.10	0.30	0.06	0.35	0.35	0.04	0.10	0.10	0.30
Delay/Veh:	3.2	4.4	3.3	3.5	4.1	3.3	34.1	34.1	31.3	31.8	31.8	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	4.4	3.3	3.5	4.1	3.3	34.1	34.1	31.3	31.8	31.8	33.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	1	4	1	4	4	0	1	1	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	0 1 0	0	1	0 1 0	0	1
Volume Module: 0730-0830												
Base Vol:	17	951	47	77	851	109	97	48	21	31	56	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	951	47	77	851	109	97	48	21	31	56	109
Added Vol:	1	8	0	1	7	4	4	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	959	47	78	858	113	101	48	22	31	56	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	959	47	78	858	113	101	48	22	31	56	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	959	47	78	858	113	101	48	22	31	56	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	959	47	78	858	113	101	48	22	31	56	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	0.32	1.00	0.36	0.64	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1220	580	1800	641	1159	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.03	0.05	0.24	0.06	0.08	0.08	0.01	0.05	0.05	0.06
Crit Moves:		****						****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.01	0.36	0.04	0.06	0.33	0.09	0.36	0.36	0.05	0.21	0.21	0.27
Delay/Veh:	3.6	5.0	3.7	3.8	4.8	3.8	33.1	33.1	30.3	31.6	31.6	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.6	5.0	3.7	3.8	4.8	3.8	33.1	33.1	30.3	31.6	31.6	32.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	0	1	5	1	4	4	1	2	2	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4
Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	1	0	1 0 2	0	1
Volume Module: 0745-0845												
Base Vol:	262	787	146	142	745	211	204	1105	152	63	680	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	787	146	142	745	211	204	1105	152	63	680	92
Added Vol:	6	4	0	2	4	2	3	13	4	0	17	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	791	146	144	749	213	207	1118	156	63	697	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:	268	791	146	144	749	213	207	1118	156	63	697	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	791	146	144	749	213	207	1118	156	63	697	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
FinalVolume:	268	791	146	144	749	213	207	1118	156	63	697	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.63	0.37	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4739	661	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.22	0.08	0.08	0.21	0.12	0.12	0.24	0.24	0.04	0.19	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.36	0.36	0.14	0.29	0.29	0.17	0.37	0.37	0.06	0.27	0.27
Volume/Cap:	0.73	0.61	0.22	0.61	0.73	0.42	0.73	0.63	0.63	0.63	0.73	0.20
Delay/Veh:	51.0	32.2	26.8	53.0	41.4	35.3	56.7	31.5	31.5	67.6	43.1	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	32.2	26.8	53.0	41.4	35.3	56.7	31.5	31.5	67.6	43.1	34.4
LOS by Move:	D	C	C	D	D	D	E	C	C	E	D	C
HCM2kAvgQ:	12	13	4	6	14	7	10	14	14	4	14	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 1 0 0 1			0 1 0 0 1		
Volume Module: 0730-0830												
Base Vol:	50	1083	30	77	900	57	57	48	25	34	33	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1083	30	77	900	57	57	48	25	34	33	83
Added Vol:	0	10	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1093	30	77	908	57	57	48	25	34	33	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:	50	1093	30	77	908	57	57	48	25	34	33	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1093	30	77	908	57	57	48	25	34	33	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
FinalVolume:	50	1093	30	77	908	57	57	48	25	34	33	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.51	0.49	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	977	823	1800	913	887	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.02	0.05	0.25	0.03	0.06	0.06	0.01	0.04	0.04	0.05
Crit Moves:		****						****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.04	0.38	0.02	0.06	0.31	0.04	0.38	0.38	0.09	0.24	0.24	0.30
Delay/Veh:	2.0	2.8	1.9	2.0	2.6	2.0	38.8	38.8	36.4	37.6	37.6	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.0	2.8	1.9	2.0	2.6	2.0	38.8	38.8	36.4	37.6	37.6	38.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	0	1	4	0	3	3	1	2	2	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.3
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 1 0 1			2 0 1 0 1		
Volume Module: 0745-0845												
Base Vol:	33	960	286	202	774	31	41	243	80	106	179	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	960	286	202	774	31	41	243	80	106	179	159
Added Vol:	0	7	1	2	6	0	0	0	0	1	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	967	287	204	780	31	41	243	80	107	179	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:	33	967	287	204	780	31	41	243	80	107	179	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	967	287	204	780	31	41	243	80	107	179	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
FinalVolume:	33	967	287	204	780	31	41	243	80	107	179	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.16	0.12	0.22	0.02	0.02	0.14	0.04	0.03	0.10	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.44	0.44	0.20	0.59	0.59	0.05	0.22	0.22	0.06	0.22	0.22
Volume/Cap:	0.37	0.61	0.36	0.61	0.37	0.03	0.44	0.61	0.20	0.61	0.44	0.40
Delay/Veh:	48.3	21.8	18.7	39.7	10.9	8.6	49.2	37.5	31.8	52.1	34.2	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	21.8	18.7	39.7	10.9	8.6	49.2	37.5	31.8	52.1	34.2	33.8
LOS by Move:	D	C	B	D	B	A	D	D	C	D	C	C
HCM2kAvgQ:	2	12	6	7	7	0	2	8	2	3	5	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 45.4
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	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	224	936	357	265	698	79	241	881	231	229	649	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	936	357	265	698	79	241	881	231	229	649	153
Added Vol:	14	5	3	2	5	0	0	-24	30	1	82	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	941	360	267	703	79	241	857	261	230	731	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:	238	941	360	267	703	79	241	857	261	230	731	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	941	360	267	703	79	241	857	261	230	731	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
FinalVolume:	238	941	360	267	703	79	241	857	261	230	731	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.20	0.16	0.20	0.04	0.14	0.24	0.15	0.14	0.20	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.31	0.31	0.19	0.36	0.36	0.18	0.28	0.28	0.16	0.26	0.26
Volume/Cap:	0.55	0.85	0.65	0.85	0.55	0.12	0.78	0.85	0.52	0.85	0.78	0.33
Delay/Veh:	49.8	45.2	38.6	66.2	31.3	26.0	59.3	47.6	37.3	70.4	45.7	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	45.2	38.6	66.2	31.3	26.0	59.3	47.6	37.3	70.4	45.7	36.5
LOS by Move:	D	D	D	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	20	13	13	11	2	11	18	9	12	15	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: 0730-0830												
Base Vol:	26	1059	21	23	950	21	34	25	89	30	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1059	21	23	950	21	34	25	89	30	6	28
Added Vol:	0	17	0	0	36	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1076	21	23	986	21	34	25	89	30	6	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:	26	1076	21	23	986	21	34	25	89	30	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1076	21	23	986	21	34	25	89	30	6	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
FinalVolume:	26	1076	21	23	986	21	34	25	89	30	6	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.83	0.17	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1037	763	1800	1500	300	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.01	0.01	0.27	0.01	0.03	0.03	0.05	0.02	0.02	0.02
Crit Moves:		****							****			
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.02	0.36	0.01	0.02	0.33	0.01	0.24	0.24	0.36	0.15	0.15	0.11
Delay/Veh:	1.6	2.3	1.6	1.6	2.2	1.6	39.1	39.1	40.2	38.3	38.3	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.6	2.3	1.6	1.6	2.2	1.6	39.1	39.1	40.2	38.3	38.3	38.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	0	0	4	0	2	2	3	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					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: 0730-0830																				
Base Vol:	0	820		481		419	619		0		0		0		0	433		0		262
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	820		481		419	619		0		0		0		0	433		0		262
Added Vol:	0	5		0		32	5		0		0		0		0	0		0		13
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	825		481		451	624		0		0		0		0	433		0		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:	0	825		481		451	624		0		0		0		0	433		0		275
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	0	825		481		451	624		0		0		0		0	433		0		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
FinalVolume:	0	825		481		451	624		0		0		0		0	433		0		275
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900	1900		1900		1900
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.89		0.95		0.95	0.92		0.95		0.95
Lanes:	0.00	2.00		1.00		1.00	2.00		0.00		0.00		0.00		0.00	1.62		0.00		1.38
Final Sat.:	0	3600		1800		1700	3600		0		0		0		0	2826		0		2486
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.23		0.27		0.27	0.17		0.00		0.00		0.00		0.00	0.15		0.00		0.11
Crit Moves:				****		****										****				
Green/Cycle:	0.00	0.37		0.37		0.36	0.73		0.00		0.00		0.00		0.00	0.21		0.00		0.21
Volume/Cap:	0.00	0.63		0.73		0.73	0.24		0.00		0.00		0.00		0.00	0.73		0.00		0.53
Delay/Veh:	0.0	27.0		31.5		32.0	4.5		0.0		0.0		0.0		0.0	39.7		0.0		35.5
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0	27.0		31.5		32.0	4.5		0.0		0.0		0.0		0.0	39.7		0.0		35.5
LOS by Move:	A	C		C		C	A		A		A		A		A	D		A		D
HCM2kAvgQ:	0	12		15		15	3		0		0		0		0	10		0		6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Split Phase					Split Phase				
Rights:	Include					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	1	0	0	1	1	0	1	0	1
Volume Module: 0730-0830																				
Base Vol:	48	398		9		18	453		526		796		67		179	7		55		21
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	48	398		9		18	453		526		796		67		179	7		55		21
Added Vol:	1	1		0		0	0		5		4		0		1	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	49	399		9		18	453		531		800		67		180	7		55		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:	49	399		9		18	453		531		800		67		180	7		55		21
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Reduced Vol:	49	399		9		18	453		531		800		67		180	7		55		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
FinalVolume:	49	399		9		18	453		531		800		67		180	7		55		21
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900	1900		1900		1900
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.92		0.95		0.95	0.89		0.95		0.95
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.85		0.15		1.00	1.00		1.00		1.00
Final Sat.:	1700	3600		1800		1700	3600		1800		3229		270		1800	1700		1800		1800
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.11		0.01		0.01	0.13		0.30		0.25		0.25		0.10	0.00		0.03		0.01
Crit Moves:									****		****							****		
Green/Cycle:	0.48	0.48		0.48		0.48	0.48		0.48		0.41		0.41		0.41	0.05		0.05		0.05
Volume/Cap:	0.06	0.23		0.01		0.02	0.26		0.61		0.61		0.61		0.25	0.08		0.61		0.23
Delay/Veh:	13.8	15.1		13.4		13.5	15.3		20.2		24.2		24.2		19.8	45.7		58.1		47.0
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	13.8	15.1		13.4		13.5	15.3		20.2		24.2		24.2		19.8	45.7		58.1		47.0
LOS by Move:	B	B		B		B	B		C		C		C		B	D		E		D
HCM2kAvgQ:	1	4		0		0	4		13		12		12		4	0		3		1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	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:0745-0845												
Base Vol:	212	166	137	237	121	203	74	1159	33	90	1272	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	166	137	237	121	203	74	1159	33	90	1272	78
Added Vol:	0	0	0	3	0	1	0	11	0	0	36	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	166	137	240	121	204	74	1170	33	90	1308	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:	212	166	137	240	121	204	74	1170	33	90	1308	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	166	137	240	121	204	74	1170	33	90	1308	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
FinalVolume:	212	166	137	240	121	204	74	1170	33	90	1308	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.10	0.90	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1972	1628	3500	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.07	0.07	0.11	0.04	0.33	0.02	0.05	0.36	0.04
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.17	0.17	0.16	0.16	0.16	0.06	0.49	0.49	0.08	0.51	0.51
Volume/Cap:	0.72	0.48	0.48	0.43	0.43	0.72	0.72	0.67	0.04	0.67	0.72	0.09
Delay/Veh:	47.1	37.8	37.8	38.4	38.3	48.4	67.4	20.4	13.4	56.6	20.5	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	37.8	37.8	38.4	38.3	48.4	67.4	20.4	13.4	56.6	20.5	12.7
LOS by Move:	D	D	D	D	D	D	E	C	B	E	C	B
HCM2kAvgQ:	8	5	5	4	4	8	4	15	1	4	17	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:0745-0845												
Base Vol:	72	137	29	36	59	51	119	1349	18	39	1288	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	137	29	36	59	51	119	1349	18	39	1288	9
Added Vol:	4	0	0	1	0	4	1	16	12	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	137	29	37	59	55	120	1365	30	39	1303	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:	76	137	29	37	59	55	120	1365	30	39	1303	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	137	29	37	59	55	120	1365	30	39	1303	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
FinalVolume:	76	137	29	37	59	55	120	1365	30	39	1303	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.36	0.64	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	642	1158	1800	694	1106	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.05	0.05	0.03	0.07	0.38	0.02	0.02	0.36	0.01
Crit Moves:		****						****				
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.52	0.52	0.07	0.23	0.23	0.13	0.10	0.52	0.02	0.03	0.49	0.01
Delay/Veh:	34.9	34.9	30.3	31.7	31.7	30.9	3.9	6.0	3.7	3.7	5.8	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	34.9	30.3	31.7	31.7	30.9	3.9	6.0	3.7	3.7	5.8	3.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	7	7	1	3	3	1	1	10	0	0	9	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:0730-0830												
Base Vol:	63	158	162	99	154	31	27	1140	22	135	1310	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	158	162	99	154	31	27	1140	22	135	1310	88
Added Vol:	1	4	3	0	11	0	0	42	2	-4	-48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	162	165	99	165	31	27	1182	24	131	1262	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:	64	162	165	99	165	31	27	1182	24	131	1262	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	162	165	99	165	31	27	1182	24	131	1262	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
FinalVolume:	64	162	165	99	165	31	27	1182	24	131	1262	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.28	0.72	1.00	0.37	0.63	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	510	1290	1800	675	1125	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.15	0.15	0.02	0.02	0.33	0.01	0.08	0.35	0.05
Crit Moves:					****						****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.44	0.44	0.32	0.52	0.52	0.06	0.02	0.49	0.02	0.11	0.52	0.07
Delay/Veh:	30.0	30.0	28.7	31.0	31.0	26.2	5.3	7.9	5.3	5.7	8.2	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	30.0	28.7	31.0	31.0	26.2	5.3	7.9	5.3	5.7	8.2	5.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	6	6	4	8	8	1	0	9	0	2	10	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 32.4
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:0730-0830												
Base Vol:	208	406	181	49	368	178	111	1351	117	229	1815	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	406	181	49	368	178	111	1351	117	229	1815	38
Added Vol:	1	0	6	2	13	7	-5	6	4	14	42	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	406	187	51	381	185	106	1357	121	243	1857	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:	209	406	187	51	381	185	106	1357	121	243	1857	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	406	187	51	381	185	106	1357	121	243	1857	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
FinalVolume:	209	406	187	51	381	185	106	1357	121	243	1857	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4958	442	1700	5289	111
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.10	0.03	0.21	0.10	0.06	0.27	0.27	0.14	0.35	0.35
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.37	0.55	0.05	0.26	0.34	0.08	0.34	0.34	0.18	0.44	0.44
Volume/Cap:	0.80	0.61	0.19	0.61	0.80	0.30	0.79	0.80	0.80	0.80	0.79	0.79
Delay/Veh:	56.6	27.3	11.5	59.1	43.5	24.3	72.1	32.3	32.3	53.2	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	27.3	11.5	59.1	43.5	24.3	72.1	32.3	32.3	53.2	25.8	25.8
LOS by Move:	E	C	B	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	9	11	3	3	14	4	6	16	16	10	19	19

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1760	1500	1583	1581		1500	1583		1745	1500	1583
Flt Permitted		0.98	1.00	0.72	1.00		1.00	0.40		0.73	1.00	0.48
Satd. Flow (perm)		1732	1500	1202	1581		1500	667		1293	1500	806
Volume (vph)	3	52	24	208	129	290	19	96	68	229	188	21
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	52	24	208	129	290	19	96	68	229	188	21
RTOR Reduction (vph)	0	0	17	0	0	0	13	0	0	0	120	0
Lane Group Flow (vph)	0	55	7	208	419	0	6	96	0	297	68	21
Turn Type	Perm		Perm	custom	custom		custom	Perm	Perm		Perm	Perm
Protected Phases		2								6		
Permitted Phases	2		2	2	2		2	6	6		6	6
Actuated Green, G (s)		28.2	28.2	28.2	28.2		28.2	34.6		34.6	34.6	34.6
Effective Green, g (s)		26.2	26.2	26.2	26.2		26.2	32.6		32.6	32.6	32.6
Actuated g/C Ratio		0.29	0.29	0.29	0.29		0.29	0.36		0.36	0.36	0.36
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		504	437	350	460		437	242		468	543	292
v/s Ratio Prot												
v/s Ratio Perm		0.03	0.00	0.17	c0.26		0.00	0.14		c0.23	0.05	0.03
v/c Ratio		0.11	0.02	0.59	0.91		0.01	0.40		0.63	0.13	0.07
Uniform Delay, d1		23.4	22.7	27.3	30.8		22.7	21.4		23.8	19.2	18.8
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.1	0.0	2.7	22.1		0.0	4.8		6.4	0.5	0.5
Delay (s)		23.5	22.7	30.0	52.9		22.7	26.2		30.2	19.7	19.3
Level of Service		C	C	C	D		C	C		C	B	B
Approach Delay (s)		23.2			44.6					26.1		
Approach LOS		C			D					C		

Intersection Summary

HCM Average Control Delay	36.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.5%	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)	1664		1425		1648	
Flt Permitted	1.00		1.00		0.96	
Satd. Flow (perm)	1664		1425		1648	
Volume (vph)	330	17	4	6	155	45
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	330	17	4	6	155	45
RTOR Reduction (vph)	0	0	3	0	0	0
Lane Group Flow (vph)	347	0	1	0	206	0
Turn Type			Perm	Split		
Protected Phases	6			4	4	
Permitted Phases			6			
Actuated Green, G (s)	34.6		34.6		15.2	
Effective Green, g (s)	32.6		32.6		13.2	
Actuated g/C Ratio	0.36		0.36		0.15	
Clearance Time (s)	4.0		4.0		4.0	
Vehicle Extension (s)	3.0		3.0		3.0	
Lane Grp Cap (vph)	603		516		242	
v/s Ratio Prot	0.21				c0.12	
v/s Ratio Perm			0.00			
v/c Ratio	0.58		0.00		0.85	
Uniform Delay, d1	23.1		18.3		37.4	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	4.0		0.0		23.8	
Delay (s)	27.1		18.3		61.3	
Level of Service	C		B		E	
Approach Delay (s)	26.6				61.3	
Approach LOS	C				E	

Intersection Summary

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:0730-0830												
Base Vol:	9	683	22	37	622	8	9	8	9	12	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	683	22	37	622	8	9	8	9	12	5	20
Added Vol:	0	6	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	689	22	37	653	8	9	8	9	12	5	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:	9	689	22	37	653	8	9	8	9	12	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	689	22	37	653	8	9	8	9	12	5	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
FinalVolume:	9	689	22	37	653	8	9	8	9	12	5	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.47	1.00	0.71	0.29	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	953	847	1800	1271	529	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.01	0.02	0.36	0.00	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****									****	
Green/Cycle:	0.94	0.94	0.94	0.94	0.94	0.94	0.02	0.02	0.02	0.02	0.02	0.02
Volume/Cap:	0.01	0.41	0.01	0.02	0.39	0.00	0.41	0.41	0.22	0.41	0.41	0.48
Delay/Veh:	0.2	0.5	0.2	0.2	0.5	0.2	54.6	54.6	50.6	54.6	54.6	56.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.2	0.5	0.2	0.2	0.5	0.2	54.6	54.6	50.6	54.6	54.6	56.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	E
HCM2kAvgQ:	0	3	0	0	3	0	1	1	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:0745-0845												
Base Vol:	77	626	20	34	569	97	89	116	88	62	325	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	626	20	34	569	97	89	116	88	62	325	83
Added Vol:	0	0	0	0	10	12	5	3	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	626	20	34	579	109	94	119	88	62	336	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:	77	626	20	34	579	109	94	119	88	62	336	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	626	20	34	579	109	94	119	88	62	336	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
FinalVolume:	77	626	20	34	579	109	94	119	88	62	336	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.56	1.00	0.16	0.84	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	794	1006	1800	280	1520	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.01	0.02	0.32	0.06	0.12	0.12	0.05	0.22	0.22	0.05
Crit Moves:		****									****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.08	0.59	0.02	0.03	0.55	0.10	0.32	0.32	0.13	0.59	0.59	0.12
Delay/Veh:	9.0	14.0	8.6	8.7	13.2	9.1	22.6	22.6	20.7	26.7	26.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	14.0	8.6	8.7	13.2	9.1	22.6	22.6	20.7	26.7	26.7	20.7
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	13	0	0	12	2	5	5	2	11	11	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

****

Intersection #26 Cabrillo Ave/Carson St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 23 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	78	157	94	69	175	7	24	935	24	56	959	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	157	94	69	175	7	24	935	24	56	959	81
Added Vol:	0	0	7	0	0	0	2	46	2	-2	-55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	157	101	69	175	7	26	981	26	54	904	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	157	101	69	175	7	26	981	26	54	904	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	157	101	69	175	7	26	981	26	54	904	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	157	101	69	175	7	26	981	26	54	904	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.06	0.04	0.05	0.00	0.02	0.27	0.01	0.03	0.25	0.05
Crit Moves:	****				****			****				
Green/Cycle:	0.12	0.14	0.14	0.10	0.12	0.12	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.39	0.31	0.40	0.40	0.39	0.03	0.02	0.39	0.02	0.05	0.36	0.06
Delay/Veh:	42.1	39.0	40.2	43.6	40.8	38.5	4.6	6.4	4.6	4.7	6.2	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	39.0	40.2	43.6	40.8	38.5	4.6	6.4	4.6	4.7	6.2	4.8
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	3	3	0	0	7	0	1	6	1

****

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

****

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

****

Intersection #27 Cabrillo Ave/Sepulveda Blvd

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 39 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0715-0815												
Base Vol:	51	431	149	64	279	77	83	1407	45	166	1713	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	431	149	64	279	77	83	1407	45	166	1713	95
Added Vol:	0	0	0	2	0	2	-2	27	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	431	149	66	279	79	81	1434	45	166	1766	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	431	149	66	279	79	81	1434	45	166	1766	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	431	149	66	279	79	81	1434	45	166	1766	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	431	149	66	279	79	81	1434	45	166	1766	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.91	0.09	1.00	2.85	0.15
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5236	164	1700	5124	276
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.08	0.04	0.16	0.04	0.05	0.27	0.27	0.10	0.34	0.34
Crit Moves:		****					****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.07	0.43	0.43	0.15	0.51	0.51
Volume/Cap:	0.08	0.67	0.23	0.11	0.44	0.12	0.67	0.64	0.64	0.64	0.67	0.67
Delay/Veh:	21.4	30.0	22.8	21.6	25.0	21.8	59.2	22.9	22.9	44.9	18.8	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	30.0	22.8	21.6	25.0	21.8	59.2	22.9	22.9	44.9	18.8	18.8
LOS by Move:	C	C	C	C	C	C	E	C	C	D	B	B
HCM2kAvgQ:	1	13	3	1	7	2	4	13	13	6	15	15

****

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.7
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	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:0745-0845												
Base Vol:	87	666	97	26	391	74	152	1408	70	126	1083	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	666	97	26	391	74	152	1408	70	126	1083	87
Added Vol:	0	0	2	0	0	0	0	21	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	666	99	26	391	74	152	1429	70	126	1097	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:	87	666	99	26	391	74	152	1429	70	126	1097	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	666	99	26	391	74	152	1429	70	126	1097	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
FinalVolume:	87	666	99	26	391	74	152	1429	70	126	1097	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3432	168	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.06	0.02	0.11	0.04	0.09	0.42	0.42	0.07	0.30	0.05
Crit Moves:		****						****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.15	0.58	0.58	0.10	0.53	0.53
Volume/Cap:	0.20	0.72	0.21	0.06	0.42	0.16	0.58	0.72	0.72	0.72	0.58	0.09
Delay/Veh:	29.3	36.6	29.4	28.1	31.2	28.9	42.4	16.4	16.4	56.9	16.5	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	36.6	29.4	28.1	31.2	28.9	42.4	16.4	16.4	56.9	16.5	11.8
LOS by Move:	C	D	C	C	C	C	D	B	B	E	B	B
HCM2kAvgQ:	2	11	3	1	5	2	6	18	18	6	12	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:0730-0830												
Base Vol:	76	256	194	146	179	72	131	887	18	237	704	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	256	194	146	179	72	131	887	18	237	704	243
Added Vol:	0	0	0	2	0	3	5	9	0	0	34	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	256	194	148	179	75	136	896	18	237	738	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	256	194	148	179	75	136	896	18	237	738	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	256	194	148	179	75	136	896	18	237	738	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	256	194	148	179	75	136	896	18	237	738	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	2697	903
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.11	0.09	0.10	0.04	0.08	0.25	0.01	0.14	0.27	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.21	0.21	0.13	0.23	0.36	0.13	0.36	0.36	0.20	0.44	0.44
Volume/Cap:	0.43	0.69	0.52	0.69	0.43	0.12	0.62	0.69	0.03	0.69	0.62	0.62
Delay/Veh:	43.7	41.9	36.5	50.6	33.6	21.5	46.9	28.6	20.5	42.6	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	41.9	36.5	50.6	33.6	21.5	46.9	28.6	20.5	42.6	22.5	22.5
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	9	6	6	5	2	5	13	0	9	13	13

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	14	0	3	85	0	92	0	866	1	0	524	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	3	85	0	92	0	866	1	0	524	41
Added Vol:	1	0	2	0	0	0	1	2	0	1	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	5	85	0	92	1	868	1	1	527	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:	15	0	5	85	0	92	1	868	1	1	527	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	5	85	0	92	1	868	1	1	527	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
FinalVolume:	15	0	5	85	0	92	1	868	1	1	527	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.75	0.00	0.25	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1350	0	450	1800	0	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.05	0.00	0.24	0.00	0.00	0.15	0.02
Crit Moves:				****				****				
Green/Cycle:	0.16	0.00	0.16	0.16	0.00	0.16	0.80	0.80	0.80	0.80	0.80	0.80
Volume/Cap:	0.07	0.00	0.07	0.30	0.00	0.33	0.00	0.30	0.00	0.00	0.18	0.03
Delay/Veh:	36.0	0.0	36.0	37.9	0.0	38.1	1.9	2.6	1.9	1.9	2.3	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	0.0	36.0	37.9	0.0	38.1	1.9	2.6	1.9	1.9	2.3	2.0
LOS by Move:	D	A	D	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	3	0	3	0	4	0	0	2	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.0
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	1 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	27	60	22	85	37	57	63	1184	15	11	1461	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	60	22	85	37	57	63	1184	15	11	1461	114
Added Vol:	0	0	0	0	0	0	0	12	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	60	22	85	37	57	63	1196	15	11	1472	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:	27	60	22	85	37	57	63	1196	15	11	1472	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	60	22	85	37	57	63	1196	15	11	1472	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
FinalVolume:	27	60	22	85	37	57	63	1196	15	11	1472	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.31	0.69	1.00	0.70	0.30	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	559	1241	1800	1254	546	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.07	0.07	0.03	0.04	0.33	0.01	0.01	0.41	0.06
Crit Moves:					****		****				****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.12	0.12	0.07	0.80	0.80	0.02	0.75	0.75
Volume/Cap:	0.39	0.39	0.10	0.55	0.55	0.26	0.55	0.42	0.01	0.42	0.55	0.08
Delay/Veh:	41.4	41.4	39.0	44.0	44.0	40.2	50.5	3.1	2.0	59.0	5.6	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	41.4	39.0	44.0	44.0	40.2	50.5	3.1	2.0	59.0	5.6	3.4
LOS by Move:	D	D	D	D	D	D	D	A	A	E	A	A
HCM2kAvgQ:	3	3	1	4	4	2	3	6	0	1	10	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.9
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0745-0845												
Base Vol:	17	2	40	39	12	13	5	1390	15	14	1225	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	2	40	39	12	13	5	1390	15	14	1225	18
Added Vol:	0	0	0	0	0	0	0	29	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2	40	39	12	13	5	1419	15	14	1247	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:	17	2	40	39	12	13	5	1419	15	14	1247	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2	40	39	12	13	5	1419	15	14	1247	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
FinalVolume:	17	2	40	39	12	13	5	1419	15	14	1247	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.89	0.11	1.00	0.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1611	189	1800	1376	424	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.03	0.03	0.01	0.00	0.39	0.01	0.01	0.35	0.01
Crit Moves:					****			****				
Green/Cycle:	0.06	0.06	0.06	0.06	0.06	0.06	0.90	0.90	0.90	0.90	0.90	0.90
Volume/Cap:	0.16	0.16	0.35	0.44	0.44	0.11	0.00	0.44	0.01	0.01	0.39	0.01
Delay/Veh:	44.9	44.9	46.6	47.7	47.7	44.5	0.5	1.0	0.6	0.6	0.9	0.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	44.9	46.6	47.7	47.7	44.5	0.5	1.0	0.6	0.6	0.9	0.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	2	2	2	0	0	4	0	0	4	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module: 0730-0830												
Base Vol:	127	1072	140	195	958	227	177	579	68	205	823	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1072	140	195	958	227	177	579	68	205	823	171
Added Vol:	0	92	4	-2	61	1	1	-19	0	0	18	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1164	144	193	1019	228	178	560	68	205	841	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:	127	1164	144	193	1019	228	178	560	68	205	841	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1164	144	193	1019	228	178	560	68	205	841	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
FinalVolume:	127	1164	144	193	1019	228	178	560	68	205	841	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	4479	921
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.08	0.11	0.28	0.13	0.10	0.16	0.04	0.12	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.41	0.41	0.15	0.44	0.44	0.13	0.21	0.21	0.16	0.24	0.24
Volume/Cap:	0.64	0.78	0.19	0.78	0.64	0.29	0.78	0.74	0.18	0.74	0.78	0.78
Delay/Veh:	57.5	33.2	22.5	64.3	26.9	21.6	66.2	48.1	39.1	57.7	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	33.2	22.5	64.3	26.9	21.6	66.2	48.1	39.1	57.7	45.8	45.8
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	21	3	10	16	6	9	12	2	10	14	14

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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: 0715-0815												
Base Vol:	13	1409	69	60	1001	48	62	53	20	120	47	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1409	69	60	1001	48	62	53	20	120	47	133
Added Vol:	1	96	-14	0	62	0	0	0	3	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1505	55	60	1063	48	62	53	23	129	47	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:	14	1505	55	60	1063	48	62	53	23	129	47	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1505	55	60	1063	48	62	53	23	129	47	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
FinalVolume:	14	1505	55	60	1063	48	62	53	23	129	47	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.38	0.17	0.73	0.27	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	809	691	300	1319	481	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.03	0.04	0.30	0.03	0.08	0.08	0.08	0.10	0.10	0.07
Crit Moves:		****									****	
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.01	0.54	0.04	0.05	0.38	0.03	0.42	0.42	0.42	0.54	0.54	0.41
Delay/Veh:	2.5	4.4	2.6	2.6	3.6	2.5	37.1	37.1	37.1	38.9	38.9	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.5	4.4	2.6	2.6	3.6	2.5	37.1	37.1	37.1	38.9	38.9	37.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	10	0	0	6	0	4	4	4	6	6	4

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.922
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.5
Optimal Cycle: 123 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	168	1106	257	215	1164	86	143	1058	116	334	1111	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	1106	257	215	1164	86	143	1058	116	334	1111	177
Added Vol:	3	85	3	2	78	1	2	9	4	3	6	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1191	260	217	1242	87	145	1067	120	337	1117	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1191	260	217	1242	87	145	1067	120	337	1117	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1191	260	217	1242	87	145	1067	120	337	1117	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1191	260	217	1242	87	145	1067	120	337	1117	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.80	0.20	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	5046	353	1700	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.14	0.13	0.25	0.25	0.09	0.30	0.07	0.11	0.31	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.36	0.36	0.14	0.35	0.35	0.09	0.32	0.32	0.11	0.34	0.34
Volume/Cap:	0.70	0.92	0.40	0.92	0.70	0.70	0.91	0.92	0.21	0.92	0.91	0.29
Delay/Veh:	57.3	47.8	29.2	88.9	34.5	34.5	99.0	51.2	29.8	80.8	47.6	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	47.8	29.2	88.9	34.5	34.5	99.0	51.2	29.8	80.8	47.6	29.1
LOS by Move:	E	D	C	F	C	C	F	D	C	F	D	C
HCM2kAvgQ:	8	26	8	12	15	15	9	24	3	11	24	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.8
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	46	1025	597	10	1231	213	168	327	149	629	601	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1025	597	10	1231	213	168	327	149	629	601	269
Added Vol:	3	81	54	0	86	0	0	1	12	8	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1106	651	10	1317	213	168	328	161	637	605	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1106	651	10	1317	213	168	328	161	637	605	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1106	651	10	1317	213	168	328	161	637	605	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1106	651	10	1317	213	168	328	161	637	605	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.34	0.66	1.29	1.18	0.53
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2415	1185	2230	2118	949
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.36	0.01	0.37	0.12	0.10	0.14	0.14	0.29	0.29	0.29
Crit Moves:					****			****			****	
Green/Cycle:	0.43	0.43	0.77	0.43	0.43	0.43	0.16	0.16	0.16	0.34	0.34	0.34
Volume/Cap:	0.07	0.71	0.47	0.01	0.84	0.27	0.61	0.84	0.84	0.84	0.84	0.84
Delay/Veh:	19.9	29.3	5.1	19.4	34.7	22.0	51.0	59.7	59.7	40.6	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	29.3	5.1	19.4	34.7	22.0	51.0	59.7	59.7	40.6	40.6	40.6
LOS by Move:	B	C	A	B	C	C	D	E	E	D	D	D
HCM2kAvgQ:	1	18	9	0	25	5	7	12	12	21	21	21

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 71 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	3 0	2 1	0	2 0	3 0	1
Volume Module: 0745-0845												
Base Vol:	245	1432	321	106	1915	411	295	1071	101	196	885	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	1432	321	106	1915	411	295	1071	101	196	885	28
Added Vol:	1	130	1	1	25	7	7	13	1	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	1562	322	107	1940	418	302	1084	102	196	895	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:	246	1562	322	107	1940	418	302	1084	102	196	895	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1562	322	107	1940	418	302	1084	102	196	895	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
FinalVolume:	246	1562	322	107	1940	418	302	1084	102	196	895	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	4800	4936	464	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.18	0.03	0.36	0.23	0.06	0.22	0.22	0.06	0.17	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.50	0.58	0.06	0.46	0.56	0.10	0.28	0.28	0.08	0.26	0.26
Volume/Cap:	0.78	0.58	0.31	0.58	0.78	0.42	0.64	0.78	0.78	0.78	0.64	0.06
Delay/Veh:	64.8	21.4	13.2	59.6	29.1	15.5	54.9	42.5	42.5	69.0	40.3	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.8	21.4	13.2	59.6	29.1	15.5	54.9	42.5	42.5	69.0	40.3	33.4
LOS by Move:	E	C	B	E	C	B	D	D	D	E	D	C
HCM2kAvgQ:	7	14	6	3	22	9	5	16	16	6	11	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.852
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module: 0715-0815												
Base Vol:	45	1261	721	175	1358	179	357	0	502	335	0	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1261	721	175	1358	179	357	0	502	335	0	118
Added Vol:	0	130	2	1	26	0	0	4	0	1	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1391	723	176	1384	179	357	4	502	336	3	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:	45	1391	723	176	1384	179	357	4	502	336	3	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1391	723	176	1384	179	357	4	502	336	3	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
FinalVolume:	45	1391	723	176	1384	179	357	4	502	336	3	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	4782	618	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.40	0.10	0.29	0.29	0.21	0.00	0.28	0.20	0.00	0.07
Crit Moves:			****	****					****			
Green/Cycle:	0.05	0.47	0.47	0.12	0.54	0.54	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.53	0.82	0.85	0.85	0.53	0.53	0.64	0.00	0.85	0.60	0.00	0.20
Delay/Veh:	52.8	25.0	26.4	70.3	14.9	14.9	31.2	22.7	42.9	30.1	22.7	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	25.0	26.4	70.3	14.9	14.9	31.2	22.7	42.9	30.1	22.7	24.4
LOS by Move:	D	C	C	E	B	B	C	C	D	C	C	C
HCM2kAvgQ:	2	21	23	9	11	11	11	0	18	10	0	3

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0730-0830												
Base Vol:	0	2021	85	114	1914	0	0	0	0	21	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2021	85	114	1914	0	0	0	0	21	0	17
Added Vol:	0	131	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2152	85	114	1941	0	0	0	0	21	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2152	85	114	1941	0	0	0	0	21	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2152	85	114	1941	0	0	0	0	21	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2152	85	114	1941	0	0	0	0	21	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	5195	205	1700	5400	0	0	0	0	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.07	0.36	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****								****		
Green/Cycle:	0.00	0.93	0.93	0.93	0.93	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Volume/Cap:	0.00	0.44	0.44	0.07	0.39	0.00	0.00	0.00	0.00	0.44	0.00	0.34
Delay/Veh:	0.0	0.5	0.5	0.3	0.4	0.0	0.0	0.0	0.0	54.4	0.0	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.5	0.5	0.3	0.4	0.0	0.0	0.0	0.0	54.4	0.0	51.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	3	3	0	3	0	0	0	0	1	0	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			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: 0730-0830												
Base Vol:	188	1898	48	18	1460	471	246	42	107	18	10	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	1898	48	18	1460	471	246	42	107	18	10	8
Added Vol:	1	130	0	0	27	0	2	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	2028	48	18	1487	471	248	42	109	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:	189	2028	48	18	1487	471	248	42	109	18	10	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	2028	48	18	1487	471	248	42	109	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
FinalVolume:	189	2028	48	18	1487	471	248	42	109	18	10	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.28	0.72	1.72	0.28	1.00	0.64	0.36	1.00
Final Sat.:	1700	5400	1800	1700	4101	1299	2993	507	1800	1157	643	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.03	0.01	0.36	0.36	0.08	0.08	0.06	0.02	0.02	0.00
Crit Moves:	****				****		****			****		
Green/Cycle:	0.18	0.74	0.74	0.02	0.58	0.58	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.62	0.51	0.04	0.51	0.62	0.62	0.62	0.62	0.45	0.62	0.62	0.18
Delay/Veh:	41.9	5.5	3.5	59.9	14.0	14.0	43.6	43.6	41.4	72.2	72.2	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	5.5	3.5	59.9	14.0	14.0	43.6	43.6	41.4	72.2	72.2	49.6
LOS by Move:	D	A	A	E	B	B	D	D	D	E	E	D
HCM2kAvgQ:	7	9	0	1	14	14	6	6	4	2	2	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2 0	3 0	1
Volume Module: 0745-0845												
Base Vol:	186	1896	206	97	1304	143	262	885	131	174	1009	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1896	206	97	1304	143	262	885	131	174	1009	109
Added Vol:	2	101	4	15	5	6	19	13	1	5	14	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	1997	210	112	1309	149	281	898	132	179	1023	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:	188	1997	210	112	1309	149	281	898	132	179	1023	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1997	210	112	1309	149	281	898	132	179	1023	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
FinalVolume:	188	1997	210	112	1309	149	281	898	132	179	1023	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.12	0.04	0.24	0.08	0.09	0.17	0.07	0.06	0.19	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.51	0.51	0.05	0.45	0.45	0.12	0.28	0.28	0.10	0.26	0.26
Volume/Cap:	0.54	0.73	0.23	0.73	0.54	0.19	0.73	0.59	0.26	0.59	0.73	0.25
Delay/Veh:	52.5	24.3	16.7	72.7	24.6	20.2	57.9	37.5	33.5	54.9	42.6	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	24.3	16.7	72.7	24.6	20.2	57.9	37.5	33.5	54.9	42.6	35.4
LOS by Move:	D	C	B	E	C	C	E	D	C	D	D	D
HCM2kAvgQ:	5	21	4	4	12	3	7	10	4	5	13	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: 0730-0830												
Base Vol:	50	2303	30	26	1608	35	30	14	63	33	44	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2303	30	26	1608	35	30	14	63	33	44	30
Added Vol:	0	107	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2410	30	26	1620	35	30	14	63	33	44	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:	50	2410	30	26	1620	35	30	14	63	33	44	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2410	30	26	1620	35	30	14	63	33	44	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
FinalVolume:	50	2410	30	26	1620	35	30	14	63	33	44	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.68	0.32	1.00	0.43	0.57	1.00
Final Sat.:	1700	5334	66	1700	5286	114	1227	573	1800	771	1029	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.02	0.31	0.31	0.02	0.02	0.04	0.04	0.04	0.02
Crit Moves:		****									****	
Green/Cycle:	0.88	0.88	0.88	0.88	0.88	0.88	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.03	0.52	0.52	0.02	0.35	0.35	0.29	0.29	0.42	0.52	0.52	0.20
Delay/Veh:	0.8	1.5	1.5	0.8	1.1	1.1	44.2	44.2	45.5	47.0	47.0	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	1.5	1.5	0.8	1.1	1.1	44.2	44.2	45.5	47.0	47.0	43.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	0	3	3	2	2	2	3	3	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: 0800-0900												
Base Vol:	108	2070	135	154	1428	70	113	1023	36	117	1224	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2070	135	154	1428	70	113	1023	36	117	1224	114
Added Vol:	1	90	-51	-73	78	5	7	9	1	4	5	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	2160	84	81	1506	75	120	1032	37	121	1229	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:	109	2160	84	81	1506	75	120	1032	37	121	1229	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2160	84	81	1506	75	120	1032	37	121	1229	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
FinalVolume:	109	2160	84	81	1506	75	120	1032	37	121	1229	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.90	0.10	2.00	2.00	1.00
Final Sat.:	3200	5400	1800	3200	5144	256	3200	5213	187	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.05	0.03	0.29	0.29	0.04	0.20	0.20	0.04	0.34	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.46	0.46	0.03	0.44	0.44	0.04	0.37	0.37	0.07	0.40	0.40
Volume/Cap:	0.66	0.86	0.10	0.86	0.66	0.66	0.86	0.54	0.54	0.54	0.86	0.17
Delay/Veh:	65.6	32.0	18.1	109.0	27.1	27.1	95.7	30.1	30.1	56.4	38.8	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	32.0	18.1	109.0	27.1	27.1	95.7	30.1	30.1	56.4	38.8	23.6
LOS by Move:	E	C	B	F	C	C	F	C	C	E	D	C
HCM2kAvgQ:	4	27	2	4	16	16	5	11	11	3	24	3

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.1
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	1	0	1 0	3	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module: 0800-0900												
Base Vol:	0	2123	38	33	1614	0	0	0	0	58	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2123	38	33	1614	0	0	0	0	58	0	27
Added Vol:	0	11	-25	-22	105	0	0	0	0	30	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2134	13	11	1719	0	0	0	0	88	0	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:	0	2134	13	11	1719	0	0	0	0	88	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2134	13	11	1719	0	0	0	0	88	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2134	13	11	1719	0	0	0	0	88	0	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	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	5367	33	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.01	0.32	0.00	0.00	0.00	0.00	0.05	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.82	0.82	0.01	0.83	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.48	0.48	0.48	0.38	0.00	0.00	0.00	0.00	0.48	0.00	0.29
Delay/Veh:	0.0	2.8	2.8	64.4	2.1	0.0	0.0	0.0	0.0	44.1	0.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.8	2.8	64.4	2.1	0.0	0.0	0.0	0.0	44.1	0.0	42.0
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	7	7	1	5	0	0	0	0	3	0	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	0	0	0 0	2	1 0	1 0	1!	0 1	0 0	0	0 0
Volume Module: 0715-0815												
Base Vol:	73	1960	0	0	1594	42	249	0	158	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1960	0	0	1594	42	249	0	158	0	0	0
Added Vol:	2	10	0	0	113	22	-25	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1970	0	0	1707	64	224	0	166	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1970	0	0	1707	64	224	0	166	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1970	0	0	1707	64	224	0	166	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1970	0	0	1707	64	224	0	166	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.58	0.00	1.42	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5205	195	2756	0	2552	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.00	0.00	0.33	0.33	0.08	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.09	0.77	0.00	0.00	0.68	0.68	0.17	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.48	0.47	0.00	0.00	0.48	0.48	0.48	0.00	0.39	0.00	0.00	0.00
Delay/Veh:	45.5	4.2	0.0	0.0	7.7	7.7	38.1	0.0	37.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	4.2	0.0	0.0	7.7	7.7	38.1	0.0	37.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	8	0	0	9	9	5	0	4	0	0	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module: 0730-0830												
Base Vol:	45	2160	34	54	1491	159	30	0	16	10	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	2160	34	54	1491	159	30	0	16	10	0	12
Added Vol:	0	7	1	3	119	0	0	0	0	3	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2167	35	57	1610	159	30	0	16	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	2167	35	57	1610	159	30	0	16	13	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2167	35	57	1610	159	30	0	16	13	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2167	35	57	1610	159	30	0	16	13	0	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.43	0.00	0.57
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	0	1800	780	0	1020
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.02	0.03	0.30	0.09	0.02	0.00	0.01	0.02	0.00	0.02
Crit Moves:		****					****					
Green/Cycle:	0.92	0.92	0.92	0.92	0.92	0.92	0.04	0.00	0.04	0.04	0.00	0.04
Volume/Cap:	0.03	0.44	0.02	0.04	0.32	0.10	0.42	0.00	0.22	0.41	0.00	0.41
Delay/Veh:	0.3	0.6	0.3	0.3	0.5	0.4	50.7	0.0	48.0	50.6	0.0	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.3	0.6	0.3	0.3	0.5	0.4	50.7	0.0	48.0	50.6	0.0	50.6
LOS by Move:	A	A	A	A	A	A	D	A	D	D	A	D
HCM2kAvgQ:	0	4	0	0	2	1	2	0	1	1	0	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.4
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			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: 0700-0800												
Base Vol:	266	1526	451	200	1209	240	373	895	203	732	1296	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1526	451	200	1209	240	373	895	203	732	1296	223
Added Vol:	7	8	3	0	116	6	0	0	21	4	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	1534	454	200	1325	246	373	895	224	736	1343	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:	273	1534	454	200	1325	246	373	895	224	736	1343	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1534	454	200	1325	246	373	895	224	736	1343	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1534	454	200	1325	246	373	895	224	736	1343	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	7200	1800	3200	5400	1800	3200	5400	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.25	0.06	0.25	0.14	0.12	0.17	0.12	0.23	0.19	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.34	0.34	0.08	0.32	0.32	0.20	0.21	0.21	0.30	0.31	0.31
Volume/Cap:	0.78	0.63	0.74	0.74	0.78	0.43	0.60	0.78	0.58	0.78	0.60	0.40
Delay/Veh:	62.6	33.7	39.7	64.1	39.6	33.1	45.5	48.0	44.8	42.8	35.3	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	33.7	39.7	64.1	39.6	33.1	45.5	48.0	44.8	42.8	35.3	32.8
LOS by Move:	E	C	D	E	D	C	D	D	D	D	D	C
HCM2kAvgQ:	8	13	17	6	17	8	8	13	8	16	11	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			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: 0745-0845												
Base Vol:	153	1821	23	32	1980	26	48	138	186	116	296	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1821	23	32	1980	26	48	138	186	116	296	58
Added Vol:	3	-5	10	48	81	3	5	12	13	2	4	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1816	33	80	2061	29	53	150	199	118	300	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:	156	1816	33	80	2061	29	53	150	199	118	300	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1816	33	80	2061	29	53	150	199	118	300	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	1816	33	80	2061	29	53	150	199	118	300	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.96	0.04	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1700	5304	96	1700	5325	75	1700	1800	1800	1700	1467	333
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.05	0.39	0.39	0.03	0.08	0.11	0.07	0.20	0.20
Crit Moves:	****				****						****	
Green/Cycle:	0.13	0.58	0.58	0.08	0.53	0.53	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.73	0.59	0.59	0.59	0.73	0.73	0.11	0.30	0.39	0.25	0.73	0.73
Delay/Veh:	53.8	13.8	13.8	51.2	18.8	18.8	26.8	28.5	29.5	28.0	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	13.8	13.8	51.2	18.8	18.8	26.8	28.5	29.5	28.0	37.7	37.7
LOS by Move:	D	B	B	D	B	B	C	C	C	C	D	D
HCM2kAvgQ:	7	13	13	4	18	18	1	4	5	3	12	12

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	3	0 1	2 0	0	0 1	0 1	0	0 1
Volume Module: 0800-0900												
Base Vol:	64	1881	20	19	1789	336	66	0	42	137	83	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1881	20	19	1789	336	66	0	42	137	83	69
Added Vol:	0	8	0	0	96	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1889	20	19	1885	336	66	0	42	137	83	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:	64	1889	20	19	1885	336	66	0	42	137	83	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1889	20	19	1885	336	66	0	42	137	83	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
FinalVolume:	64	1889	20	19	1885	336	66	0	42	137	83	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	2.00	0.00	1.00	0.62	0.38	1.00
Final Sat.:	1700	5343	57	1700	5400	1800	3200	0	1800	1121	679	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.01	0.35	0.19	0.02	0.00	0.02	0.12	0.12	0.04
Crit Moves:		****							****	****		
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.04	0.00	0.04	0.23	0.23	0.23
Volume/Cap:	0.06	0.53	0.53	0.02	0.52	0.28	0.47	0.00	0.53	0.53	0.53	0.17
Delay/Veh:	5.8	8.8	8.8	5.7	8.7	7.0	49.1	0.0	53.5	35.1	35.1	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.8	8.8	8.8	5.7	8.7	7.0	49.1	0.0	53.5	35.1	35.1	31.0
LOS by Move:	A	A	A	A	A	A	D	A	D	D	D	C
HCM2kAvgQ:	1	11	11	0	11	4	2	0	2	7	7	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
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:	Ignore			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1
Volume Module: 0800-0900												
Base Vol:	76	1224	317	233	1277	264	337	666	17	564	1283	337
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1224	317	233	1277	264	337	666	17	564	1283	337
Added Vol:	43	-6	4	21	36	38	10	8	12	4	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1218	321	254	1313	302	347	674	29	568	1287	341
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:	119	1218	0	254	1313	302	347	674	29	568	1287	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1218	0	254	1313	302	347	674	29	568	1287	341
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
FinalVolume:	119	1218	0	254	1313	302	347	674	29	568	1287	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	3200	5400	1800	3200	5400	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.08	0.24	0.17	0.11	0.12	0.02	0.18	0.36	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.27	0.00	0.10	0.29	0.42	0.13	0.23	0.32	0.33	0.43	0.53
Volume/Cap:	0.85	0.83	0.00	0.83	0.85	0.40	0.83	0.54	0.05	0.54	0.83	0.36
Delay/Veh:	90.0	44.9	0.0	69.8	44.9	24.8	63.4	40.8	28.6	33.2	33.8	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	44.9	0.0	69.8	44.9	24.8	63.4	40.8	28.6	33.2	33.8	16.7
LOS by Move:	F	D	A	E	D	C	E	D	C	C	C	B
HCM2kAvgQ:	7	17	0	8	19	8	10	8	1	10	24	8

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Torrance Crossroads

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0800-0900												
Base Vol:	26	1510	0	0	1338	249	138	0	47	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1510	0	0	1338	249	138	0	47	0	0	0
Added Vol:	0	41	0	0	52	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1551	0	0	1390	249	138	0	47	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:	26	1551	0	0	1390	249	138	0	47	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1551	0	0	1390	249	138	0	47	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1551	0	0	1390	249	138	0	47	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	5400	1800	2780	0	713	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.00	0.26	0.14	0.05	0.00	0.07	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.02	0.37	0.00	0.00	0.33	0.18	0.28	0.00	0.37	0.00	0.00	0.00
Delay/Veh:	2.4	3.4	0.0	0.0	3.3	2.8	35.7	0.0	36.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	3.4	0.0	0.0	3.3	2.8	35.7	0.0	36.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	5	0	0	5	2	3	0	4	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	2	0	2	1	0		1	0	3	0	1		1	1	0	0	1		1	1	0	0	1	
Volume Module:	0800-0900																							
Base Vol:	295	1405		22			37	1016		210			81		20		145		26		31		54	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	295	1405		22			37	1016		210			81		20		145		26		31		54	
Added Vol:	15		6		-19		-22	102		5			-22		-13		6		4		3		5	
PasserByVol:	0		0		0		0	0		0			0		0		0		0		0		0	
Initial Fut:	310	1411		3			15	1118		215			59		7		151		30		34		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:	310	1411		3			15	1118		215			59		7		151		30		34		59	
Reduct Vol:	0		0		0		0	0		0			0		0		0		0		0		0	
Reduced Vol:	310	1411		3			15	1118		215			59		7		151		30		34		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	
FinalVolume:	310	1411		3			15	1118		215			59		7		151		30		34		59	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.84	0.95		0.95			0.89	0.95		0.95			0.92		0.95		0.95		0.89		0.95		0.95	
Lanes:	2.00	2.99		0.01			1.00	3.00		1.00			1.79		0.21		1.00		1.00		1.00		1.00	
Final Sat.:	3200	5389		11			1700	5400		1800			3128		371		1800		1700		1800		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.26		0.26			0.01	0.21		0.12			0.02		0.02		0.08		0.02		0.02		0.03	
Crit Moves:	****							****					****										****	
Green/Cycle:	0.25	0.77		0.77			0.03	0.54		0.54			0.05		0.05		0.30		0.09		0.09		0.09	
Volume/Cap:	0.38	0.34		0.34			0.34	0.38		0.22			0.38		0.38		0.28		0.21		0.22		0.38	
Delay/Veh:	37.2	4.3		4.3			62.0	15.9		14.3			56.6		56.6		32.0		51.3		51.5		53.4	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	37.2	4.3		4.3			62.0	15.9		14.3			56.6		56.6		32.0		51.3		51.5		53.4	
LOS by Move:	D	A		A			E	B		B			E		E		C		D		D		D	
HCM2kAvgQ:	6	6		6			1	8		4			2		2		4		1		1		3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	0800-0900																							
Base Vol:	33	1575		20			44	1019		135			139		33		25		20		25		34	
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	33	1575		20			44	1019		135			139		33		25		20		25		34	
Added Vol:	0	-11		0			0	115		0			0		0		0		0		0		0	
PasserByVol:	0	0		0			0	0		0			0		0		0		0		0		0	
Initial Fut:	33	1564		20			44	1134		135			139		33		25		20		25		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:	33	1564		20			44	1134		135			139		33		25		20		25		34	
Reduct Vol:	0	0		0			0	0		0			0		0		0		0		0		0	
Reduced Vol:	33	1564		20			44	1134		135			139		33		25		20		25		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	
FinalVolume:	33	1564		20			44	1134		135			139		33		25		20		25		34	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.91		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00	2.96		0.04			1.00	2.68		0.32			1.56		0.25		0.19		1.00		1.00		1.00	
Final Sat.:	1700	5332		68			1700	4826		574			2689		456		345		1700		1800		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.29		0.29			0.03	0.24		0.24			0.05		0.07		0.07		0.01		0.01		0.02	
Crit Moves:		****					****								****								****	
Green/Cycle:	0.05	0.66		0.66			0.06	0.66		0.66			0.16		0.16		0.16		0.04		0.04		0.04	
Volume/Cap:	0.36	0.45		0.45			0.45	0.36		0.36			0.32		0.45		0.45		0.28		0.33		0.45	
Delay/Veh:	47.9	8.4		8.4			48.7	7.6		7.6			37.3		38.5		38.5		48.5		49.0		50.9	
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	47.9	8.4		8.4			48.7	7.6		7.6			37.3		38.5		38.5		48.5		49.0		50.9	
LOS by Move:	D	A		A			D	A		A			D		D		D		D		D		D	
HCM2kAvgQ:	2	8		8			2	6		6			3		4		4		1		1		2	

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.8
Optimal Cycle: 55 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module: 0800-0900												
Base Vol:	81	1153	735	168	796	100	195	1128	42	597	1464	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1153	735	168	796	100	195	1128	42	597	1464	362
Added Vol:	3	-5	3	18	95	2	-9	18	2	3	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1148	738	186	891	102	186	1146	44	600	1470	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1148	738	186	891	102	186	1146	44	600	1470	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1148	738	186	891	102	186	1146	44	600	1470	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1148	738	186	891	102	186	1146	44	600	1470	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.40	0.60
Final Sat.:	1700	5400	1800	3200	4845	555	3200	5200	200	3200	4326	1074
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.41	0.06	0.18	0.18	0.06	0.22	0.22	0.19	0.34	0.34
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.30	0.56	0.08	0.30	0.30	0.08	0.30	0.30	0.25	0.47	0.47
Volume/Cap:	0.61	0.70	0.74	0.74	0.61	0.61	0.72	0.74	0.74	0.74	0.72	0.72
Delay/Veh:	61.4	38.6	23.0	65.0	36.7	36.7	63.3	39.7	39.7	44.7	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	38.6	23.0	65.0	36.7	36.7	63.3	39.7	39.7	44.7	26.3	26.3
LOS by Move:	E	D	C	E	D	D	E	D	D	D	C	C
HCM2kAvgQ:	4	14	22	6	11	11	5	15	15	13	20	20

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0745-0845												
Base Vol:	0	1613	25	45	1089	0	0	0	0	158	0	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1613	25	45	1089	0	0	0	0	158	0	121
Added Vol:	0	1	0	0	101	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1614	25	45	1190	0	0	0	0	158	0	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:	0	1614	25	45	1190	0	0	0	0	158	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1614	25	45	1190	0	0	0	0	158	0	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
FinalVolume:	0	1614	25	45	1190	0	0	0	0	158	0	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	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	5318	82	1700	5400	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.03	0.22	0.00	0.00	0.00	0.00	0.09	0.00	0.07
Crit Moves:		****								****		
Green/Cycle:	0.00	0.73	0.73	0.73	0.73	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Volume/Cap:	0.00	0.41	0.41	0.04	0.30	0.00	0.00	0.00	0.00	0.41	0.00	0.30
Delay/Veh:	0.0	5.1	5.1	3.6	4.5	0.0	0.0	0.0	0.0	33.8	0.0	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.1	5.1	3.6	4.5	0.0	0.0	0.0	0.0	33.8	0.0	32.6
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	7	7	0	4	0	0	0	0	5	0	3

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	0 1
Volume Module: 0745-0845												
Base Vol:	164	1224	105	178	788	116	171	206	106	39	180	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	1224	105	178	788	116	171	206	106	39	180	202
Added Vol:	0	-1	0	0	98	3	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1223	105	178	886	119	173	206	106	39	180	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:	164	1223	105	178	886	119	173	206	106	39	180	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1223	105	178	886	119	173	206	106	39	180	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
FinalVolume:	164	1223	105	178	886	119	173	206	106	39	180	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.76	0.24	1.00	2.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	4973	427	1700	4761	639	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.10	0.19	0.19	0.10	0.11	0.06	0.02	0.10	0.11
Crit Moves:		****		****				****				
Green/Cycle:	0.24	0.50	0.50	0.21	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.40	0.49	0.49	0.49	0.40	0.40	0.44	0.49	0.25	0.10	0.43	0.49
Delay/Veh:	32.4	16.9	16.9	35.8	17.6	17.6	33.7	34.3	31.7	30.3	33.5	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	16.9	16.9	35.8	17.6	17.6	33.7	34.3	31.7	30.3	33.5	34.2
LOS by Move:	C	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	10	10	6	7	7	5	6	3	1	5	6

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.236
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.5
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: 0800-0900												
Base Vol:	29	1	0	1	1	19	0	1019	37	1	914	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1	0	1	1	19	0	1019	37	1	914	23
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1	0	1	1	19	0	1021	37	1	917	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:	29	1	0	1	1	19	0	1021	37	1	917	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1	0	1	1	19	0	1021	37	1	917	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
FinalVolume:	29	1	0	1	1	19	0	1021	37	1	917	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	3600	0	1700	3600	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.19	0.02	0.00	0.17	0.01
Crit Moves:	****					****		****		****		
Green/Cycle:	0.07	0.04	0.00	0.08	0.04	0.04	0.00	0.80	0.80	0.00	0.80	0.80
Volume/Cap:	0.24	0.01	0.00	0.01	0.01	0.24	0.00	0.24	0.03	0.24	0.21	0.02
Delay/Veh:	44.8	46.3	0.0	42.4	45.7	47.6	0.0	2.5	2.0	76.6	2.4	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	46.3	0.0	42.4	45.7	47.6	0.0	2.5	2.0	76.6	2.4	2.0
LOS by Move:	D	D	A	D	D	D	A	A	A	E	A	A
HCM2kAvgQ:	1	0	0	0	0	1	0	3	0	0	2	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.244
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module: 0745-0845												
Base Vol:	83	0	1	0	0	14	10	997	149	6	840	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	1	0	0	14	10	997	149	6	840	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	1	0	0	14	10	999	149	6	843	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	1	0	0	14	10	999	149	6	843	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	1	0	0	14	10	999	149	6	843	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	0	1	0	0	14	10	999	149	6	843	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.01	0.01	0.19	0.08	0.00	0.16	0.00
Crit Moves:	****							****				
Green/Cycle:	0.20	0.00	0.20	0.00	0.00	0.20	0.76	0.76	0.76	0.76	0.76	0.00
Volume/Cap:	0.24	0.00	0.00	0.00	0.00	0.04	0.01	0.24	0.11	0.00	0.21	0.00
Delay/Veh:	34.0	0.0	32.0	0.0	0.0	32.3	2.9	3.6	3.2	2.9	3.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	0.0	32.0	0.0	0.0	32.3	2.9	3.6	3.2	2.9	3.5	0.0
LOS by Move:	C	A	C	A	A	C	A	A	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	3	1	0	3	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.2
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module: 0800-0900												
Base Vol:	0	0	0	27	0	53	123	1623	0	0	1608	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	53	123	1623	0	0	1608	87
Added Vol:	0	0	0	0	0	0	0	-21	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	27	0	53	123	1602	0	0	1713	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	53	123	1602	0	0	1713	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	53	123	1602	0	0	1713	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
FinalVolume:	0	0	0	27	0	53	123	1602	0	0	1713	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.07	0.30	0.00	0.00	0.32	0.05
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.04	0.00	0.04	0.43	0.43	0.00	0.00	0.46	0.51
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.68	0.17	0.68	0.00	0.00	0.68	0.10
Delay/Veh:	0.0	0.0	0.0	46.9	0.0	69.6	17.4	23.7	0.0	0.0	21.9	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.9	0.0	69.6	17.4	23.7	0.0	0.0	21.9	12.8
LOS by Move:	A	A	A	D	A	E	B	C	A	A	C	B
HCM2kAvgQ:	0	0	0	1	0	3	3	15	0	0	15	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0745-0845												
Base Vol:	11	7	119	18	7	16	8	1282	8	65	1638	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	7	119	18	7	16	8	1282	8	65	1638	45
Added Vol:	0	0	2	0	0	0	0	9	0	1	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	7	121	18	7	16	8	1291	8	66	1649	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:	11	7	121	18	7	16	8	1291	8	66	1649	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	7	121	18	7	16	8	1291	8	66	1649	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
FinalVolume:	11	7	121	18	7	16	8	1291	8	66	1649	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.61	0.39	1.00	1.00	1.00	1.00	1.00	2.98	0.02	1.00	2.92	0.08
Final Sat.:	1100	700	1800	1700	1800	1800	1700	5367	33	1700	5257	143
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.07	0.01	0.00	0.01	0.00	0.24	0.24	0.04	0.31	0.31
Crit Moves:			****				****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.01	0.67	0.67	0.11	0.76	0.76
Volume/Cap:	0.06	0.06	0.41	0.06	0.02	0.05	0.41	0.36	0.36	0.36	0.41	0.41
Delay/Veh:	35.4	35.4	38.4	35.4	35.1	35.3	62.5	7.3	7.3	42.6	4.1	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	38.4	35.4	35.1	35.3	62.5	7.3	7.3	42.6	4.1	4.1
LOS by Move:	D	D	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	1	1	4	1	0	0	1	6	6	2	6	6

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	0	0	0	123	0	27	15	701	0	0	827	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	123	0	27	15	701	0	0	827	53
Added Vol:	0	0	0	2	0	0	0	1	0	0	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	125	0	27	15	702	0	0	829	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	125	0	27	15	702	0	0	829	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	27	15	702	0	0	829	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
FinalVolume:	0	0	0	125	0	27	15	702	0	0	829	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.82	0.00	0.18	0.04	1.96	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1480	0	320	75	3525	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.20	0.20	0.00	0.00	0.23	0.03
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.26	0.70	0.70	0.00	0.00	0.70	0.70
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.33	0.28	0.28	0.00	0.00	0.33	0.04
Delay/Veh:	0.0	0.0	0.0	30.5	0.0	30.5	5.6	5.6	0.0	0.0	5.8	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.5	0.0	30.5	5.6	5.6	0.0	0.0	5.8	4.6
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	4	4	4	0	0	5	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
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			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: 0745-0845												
Base Vol:	47	4	56	27	3	28	156	1195	178	254	1219	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	4	56	27	3	28	156	1195	178	254	1219	121
Added Vol:	0	0	0	0	0	0	0	114	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	4	56	27	3	28	156	1309	178	254	1255	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:	47	4	56	27	3	28	156	1309	178	254	1255	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	4	56	27	3	28	156	1309	178	254	1255	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
FinalVolume:	47	4	56	27	3	28	156	1309	178	254	1255	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.85	0.15	1.00	1.00	0.10	0.90	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3225	274	1800	1700	174	1626	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.02	0.02	0.02	0.09	0.36	0.10	0.15	0.35	0.07
Crit Moves:			****		****			****		****		
Green/Cycle:	0.05	0.05	0.05	0.03	0.03	0.03	0.18	0.60	0.60	0.24	0.67	0.67
Volume/Cap:	0.29	0.29	0.61	0.56	0.61	0.61	0.52	0.61	0.17	0.61	0.52	0.10
Delay/Veh:	46.6	46.6	57.9	62.4	67.8	67.8	39.2	13.3	9.1	36.2	8.8	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	46.6	57.9	62.4	67.8	67.8	39.2	13.3	9.1	36.2	8.8	6.0
LOS by Move:	D	D	E	E	E	E	D	B	A	D	A	A
HCM2kAvgQ:	1	1	3	2	2	2	5	14	3	8	11	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.5
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	0	0	0	94	14	72	0	1432	140	38	1403	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	94	14	72	0	1432	140	38	1403	0
Added Vol:	0	0	0	0	0	0	0	44	0	0	-47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	94	14	72	0	1476	140	38	1356	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	14	72	0	1476	140	38	1356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	14	72	0	1476	140	38	1356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	94	14	72	0	1476	140	38	1356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.87	0.13	1.00	0.00	1.83	0.17	1.00	2.00	0.00
Final Sat.:	0	0	0	1567	233	1800	0	3288	312	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.04	0.00	0.45	0.45	0.02	0.38	0.00
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.11	0.11	0.11	0.00	0.85	0.85	0.85	0.85	0.00
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.35	0.00	0.53	0.53	0.03	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	44.5	44.5	42.0	0.0	2.3	2.3	1.2	2.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.5	44.5	42.0	0.0	2.3	2.3	1.2	2.0	0.0
LOS by Move:	A	A	A	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	4	2	0	8	8	0	6	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0	1 0	0	0 1	1 0	2	0 0	0 0	2	0 1
Volume Module: 0730-0830												
Base Vol:	0	0	0	173	0	90	104	943	0	0	529	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	173	0	90	104	943	0	0	529	131
Added Vol:	0	0	0	0	0	0	0	8	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	173	0	90	104	951	0	0	540	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:	0	0	0	173	0	90	104	951	0	0	540	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	0	90	104	951	0	0	540	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
FinalVolume:	0	0	0	173	0	90	104	951	0	0	540	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.06	0.26	0.00	0.00	0.15	0.07
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.69	0.69	0.00	0.00	0.69	0.69
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.19	0.09	0.38	0.00	0.00	0.22	0.11
Delay/Veh:	0.0	0.0	0.0	30.4	0.0	28.5	5.1	6.5	0.0	0.0	5.6	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.4	0.0	28.5	5.1	6.5	0.0	0.0	5.6	5.1
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	2	1	6	0	0	3	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.8
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0730-0830												
Base Vol:	201	126	123	78	90	75	60	1125	61	78	849	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	126	123	78	90	75	60	1125	61	78	849	54
Added Vol:	0	0	0	0	0	0	0	17	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	126	123	78	90	75	60	1142	61	78	866	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:	201	126	123	78	90	75	60	1142	61	78	866	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	126	123	78	90	75	60	1142	61	78	866	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
FinalVolume:	201	126	123	78	90	75	60	1142	61	78	866	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.61	0.39	1.00	0.46	0.54	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1106	694	1800	836	964	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.09	0.09	0.04	0.04	0.32	0.03	0.05	0.24	0.03
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.52	0.52	0.20	0.27	0.27	0.12	0.06	0.52	0.06	0.08	0.39	0.05
Delay/Veh:	26.6	26.6	22.9	23.6	23.6	22.2	7.9	11.3	7.9	8.0	10.1	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	26.6	22.9	23.6	23.6	22.2	7.9	11.3	7.9	8.0	10.1	7.8
LOS by Move:	C	C	C	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	9	9	3	4	4	2	1	11	1	1	7	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: 0745-0845												
Base Vol:	47	0	17	0	0	0	0	1125	49	1	1308	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	17	0	0	0	0	1125	49	1	1308	0
Added Vol:	0	0	0	0	0	0	0	33	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	17	0	0	0	0	1158	49	1	1327	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	17	0	0	0	0	1158	49	1	1327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	17	0	0	0	0	1158	49	1	1327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	0	17	0	0	0	0	1158	49	1	1327	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.32	0.03	0.00	0.37	0.00
Crit Moves:	****										****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.89	0.89	0.89	0.89	0.00
Volume/Cap:	0.41	0.00	0.14	0.00	0.00	0.00	0.00	0.36	0.03	0.00	0.41	0.00
Delay/Veh:	47.2	0.0	44.5	0.0	0.0	0.0	0.0	0.9	0.6	0.6	1.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	0.0	44.5	0.0	0.0	0.0	0.0	0.9	0.6	0.6	1.0	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	3	0	0	4	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.6
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 0800-0900												
Base Vol:	23	0	0	1	0	2	2	1400	38	166	1512	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	0	1	0	2	2	1400	38	166	1512	21
Added Vol:	22	0	2	0	0	0	0	52	8	1	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	0	2	1	0	2	2	1452	46	167	1530	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:	45	0	2	1	0	2	2	1452	46	167	1530	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	2	1	0	2	2	1452	46	167	1530	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
FinalVolume:	45	0	2	1	0	2	2	1452	46	167	1530	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.96	0.00	1.04	0.33	0.00	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3428	0	1875	600	0	1200	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.03	0.10	0.43	0.01
Crit Moves:	****			****							****	
Green/Cycle:	0.03	0.00	0.03	0.00	0.00	0.00	0.91	0.91	0.91	0.91	0.91	0.91
Volume/Cap:	0.47	0.00	0.04	0.47	0.00	0.47	0.00	0.44	0.03	0.11	0.47	0.01
Delay/Veh:	51.3	0.0	47.3	95.3	0.0	95.3	0.4	0.8	0.4	0.5	0.8	0.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	0.0	47.3	95.3	0.0	95.3	0.4	0.8	0.4	0.5	0.8	0.4
LOS by Move:	D	A	D	F	A	F	A	A	A	A	A	A
HCM2kAvgQ:	1	0	0	1	0	1	0	4	0	1	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	0	1	0		1	0	2	1	0		1	0	2	0	1	
Volume Module: 0745-0845																								
Base Vol:	13		34		27		5		11		6		32		1581		103		99		1268		26	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	13		34		27		5		11		6		32		1581		103		99		1268		26	
Added Vol:	0		0		0		0		0		0		0		16		0		0		8		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	13		34		27		5		11		6		32		1597		103		99		1276		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:	13		34		27		5		11		6		32		1597		103		99		1276		26	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	13		34		27		5		11		6		32		1597		103		99		1276		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	
FinalVolume:	13		34		27		5		11		6		32		1597		103		99		1276		26	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		1.00		1.00		1.00		0.65		0.35		1.00		2.82		0.18		1.00		2.00		1.00	
Final Sat.:	1700		1800		1800		1700		1165		635		1700		5073		327		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.02		0.02		0.00		0.01		0.01		0.02		0.31		0.31		0.06		0.35		0.01	
Crit Moves:			****										****								****			
Green/Cycle:	0.05		0.05		0.05		0.05		0.05		0.05		0.05		0.76		0.76		0.14		0.85		0.85	
Volume/Cap:	0.17		0.42		0.33		0.06		0.21		0.21		0.42		0.42		0.42		0.42		0.42		0.02	
Delay/Veh:	47.0		49.9		48.7		46.1		47.3		47.3		50.1		4.4		4.4		40.5		1.8		1.2	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	47.0		49.9		48.7		46.1		47.3		47.3		50.1		4.4		4.4		40.5		1.8		1.2	
LOS by Move:	D		D		D		D		D		D		D		A		A		D		A		A	
HCM2kAvgQ:	1		2		1		0		1		1		2		7		7		3		5		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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: 0730-0830																								
Base Vol:	17		2179		441		109		1626		110		129		351		3		361		238		184	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	17		2179		441		109		1626		110		129		351		3		361		238		184	
Added Vol:	0		45		2		0		50		0		0		-13		0		1		13		1	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	17		2224		443		109		1676		110		129		338		3		362		251		185	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		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:	17		2224		443		109		1676		110		129		338		3		362		251		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	17		2224		443		109		1676		110		129		338		3		362		251		0	
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	
FinalVolume:	17		2224		443		109		1676		110		129		338		3		362		251		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.84		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		3.00		1.00		2.00		3.75		0.25		1.00		1.98		0.02		1.00		2.00		1.00	
Final Sat.:	1700		5400		1800		3200		6757		443		1700		3568		32		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.41		0.25		0.03		0.25		0.25		0.08		0.09		0.09		0.21		0.07		0.00	
Crit Moves:			****				****										****		****					
Green/Cycle:	0.02		0.51		0.51		0.04		0.53		0.53		0.12		0.12		0.12		0.26		0.26		0.00	
Volume/Cap:	0.47		0.81		0.48		0.81		0.47		0.47		0.65		0.81		0.81		0.81		0.26		0.00	
Delay/Veh:	67.2		26.3		19.5		86.0		17.7		17.7		52.6		59.8		59.8		51.7		35.1		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	67.2		26.3		19.5		86.0		17.7		17.7		52.6		59.8		59.8		51.7		35.1		0.0	
LOS by Move:	E		C		B		F		B		B		D		E		E		D		D		A	
HCM2kAvgQ:	1		25		11		4		11		11		6		9		9		16		4		0	

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	83	2460	274	163	1810	12	0	1212	116	323	761	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2460	274	163	1810	12	0	1212	116	323	761	116
Added Vol:	2	46	1	0	51	0	0	8	1	3	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	2506	275	163	1861	12	0	1220	117	326	783	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:	85	2506	275	163	1861	12	0	1220	117	326	783	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	2506	275	163	1861	12	0	1220	117	326	783	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
FinalVolume:	85	2506	275	163	1861	12	0	1220	117	326	783	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.60	0.40	2.00	3.97	0.03	0.00	3.00	1.00	2.00	1.74	0.26
Final Sat.:	3200	6488	712	3200	7154	46	0	5400	1800	3200	3135	465
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.05	0.26	0.26	0.00	0.23	0.07	0.10	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.46	0.46	0.06	0.48	0.48	0.00	0.27	0.27	0.12	0.39	0.39
Volume/Cap:	0.55	0.83	0.83	0.83	0.55	0.55	0.00	0.83	0.24	0.83	0.64	0.64
Delay/Veh:	59.9	30.2	30.2	81.2	22.5	22.5	0.0	45.5	34.4	65.8	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	30.2	30.2	81.2	22.5	22.5	0.0	45.5	34.4	65.8	30.5	30.5
LOS by Move:	E	C	C	F	C	C	A	D	C	E	C	C
HCM2kAvgQ:	3	26	26	6	13	13	0	17	4	9	14	14

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 4.3
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	1 0	1 0	4	0 1	1 1	0	0 1	0 1	0	0 1
Volume Module: 0730-0830												
Base Vol:	5	3102	5	30	2295	42	25	4	2	16	13	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3102	5	30	2295	42	25	4	2	16	13	49
Added Vol:	0	48	0	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	3150	5	30	2350	42	25	4	2	16	13	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:	5	3150	5	30	2350	42	25	4	2	16	13	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3150	5	30	2350	42	25	4	2	16	13	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
FinalVolume:	5	3150	5	30	2350	42	25	4	2	16	13	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.99	0.01	1.00	4.00	1.00	1.73	0.27	1.00	0.55	0.45	1.00
Final Sat.:	3200	7189	11	1700	7200	1800	3017	483	1800	993	807	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.02	0.33	0.02	0.01	0.01	0.00	0.02	0.02	0.03
Crit Moves:		****		****			****					****
Green/Cycle:	0.00	0.80	0.80	0.03	0.83	0.83	0.02	0.02	0.02	0.05	0.05	0.05
Volume/Cap:	0.39	0.55	0.55	0.55	0.39	0.03	0.55	0.55	0.07	0.32	0.32	0.55
Delay/Veh:	68.5	3.6	3.6	58.6	2.2	1.5	60.2	60.2	49.7	48.0	48.0	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	3.6	3.6	58.6	2.2	1.5	60.2	60.2	49.7	48.0	48.0	53.2
LOS by Move:	E	A	A	E	A	A	E	E	D	D	D	D
HCM2kAvgQ:	0	9	9	2	5	0	1	1	0	1	1	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: 0745-0845												
Base Vol:	63	2661	29	95	2013	64	113	243	36	86	314	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	2661	29	95	2013	64	113	243	36	86	314	113
Added Vol:	0	46	0	0	54	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2707	29	95	2067	64	113	243	36	86	314	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:	63	2707	29	95	2067	64	113	243	36	86	314	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2707	29	95	2067	64	113	243	36	86	314	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
FinalVolume:	63	2707	29	95	2067	64	113	243	36	86	314	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.96	0.04	1.00	3.88	0.12	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1700	7124	76	1700	6984	216	1700	3600	1800	1700	2641	959
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.06	0.30	0.30	0.07	0.07	0.02	0.05	0.12	0.12
Crit Moves:		****		****							****	
Green/Cycle:	0.08	0.64	0.64	0.09	0.65	0.65	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.45	0.59	0.59	0.59	0.45	0.45	0.33	0.34	0.10	0.25	0.59	0.59
Delay/Veh:	54.9	12.8	12.8	58.1	10.4	10.4	41.7	41.5	39.3	40.8	44.9	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	12.8	12.8	58.1	10.4	10.4	41.7	41.5	39.3	40.8	44.9	44.9
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	15	15	5	10	10	4	4	1	3	8	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	32	2889	28	58	2254	11	20	15	32	44	7	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	2889	28	58	2254	11	20	15	32	44	7	83
Added Vol:	1	46	0	0	55	0	1	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	2935	28	58	2309	11	21	15	35	44	7	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:	33	2935	28	58	2309	11	21	15	35	44	7	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	2935	28	58	2309	11	21	15	35	44	7	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
FinalVolume:	33	2935	28	58	2309	11	21	15	35	44	7	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.96	0.04	1.00	3.98	0.02	0.58	0.42	1.00	0.86	0.14	1.00
Final Sat.:	1700	7132	68	1700	7166	34	1050	750	1800	1553	247	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.41	0.41	0.03	0.32	0.32	0.02	0.02	0.02	0.03	0.03	0.05
Crit Moves:		****		****								****
Green/Cycle:	0.05	0.77	0.77	0.06	0.79	0.79	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.41	0.53	0.53	0.53	0.41	0.41	0.23	0.23	0.23	0.33	0.33	0.53
Delay/Veh:	49.6	4.6	4.6	50.5	3.4	3.4	43.4	43.4	43.3	44.2	44.2	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	4.6	4.6	50.5	3.4	3.4	43.4	43.4	43.3	44.2	44.2	47.4
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	10	10	3	6	6	1	1	1	2	2	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.8
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		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: 0730-0830												
Base Vol:	143	2558	252	171	1951	208	291	1018	282	217	566	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	2558	252	171	1951	208	291	1018	282	217	566	210
Added Vol:	2	40	0	1	48	9	6	15	1	1	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	2598	252	172	1999	217	297	1033	283	218	582	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	2598	252	172	1999	217	297	1033	283	218	582	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2598	252	172	1999	217	297	1033	283	218	582	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	2598	252	172	1999	217	297	1033	283	218	582	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.14	0.05	0.28	0.12	0.09	0.29	0.16	0.07	0.16	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.44	0.52	0.07	0.43	0.43	0.16	0.35	0.35	0.08	0.27	0.27
Volume/Cap:	0.64	0.82	0.27	0.82	0.64	0.28	0.59	0.82	0.45	0.82	0.59	0.43
Delay/Veh:	60.5	31.6	16.2	78.1	27.2	22.2	48.9	40.4	30.8	72.8	38.7	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	31.6	16.2	78.1	27.2	22.2	48.9	40.4	30.8	72.8	38.7	36.4
LOS by Move:	E	C	B	E	C	C	D	D	C	E	D	D
HCM2kAvgQ:	4	24	5	6	16	5	7	20	9	7	10	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: 0730-0830												
Base Vol:	3	2839	4	152	2145	33	65	0	12	1	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	2839	4	152	2145	33	65	0	12	1	0	20
Added Vol:	0	42	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2881	4	152	2195	33	65	0	12	1	0	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:	3	2881	4	152	2195	33	65	0	12	1	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2881	4	152	2195	33	65	0	12	1	0	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
FinalVolume:	3	2881	4	152	2195	33	65	0	12	1	0	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.94	0.06	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1700	7200	1800	3200	7093	107	1800	0	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.05	0.31	0.31	0.04	0.00	0.01	0.00	0.00	0.01
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.78	0.78	0.09	0.86	0.86	0.07	0.00	0.07	0.07	0.00	0.07
Volume/Cap:	0.36	0.51	0.00	0.51	0.36	0.36	0.51	0.00	0.10	0.01	0.00	0.16
Delay/Veh:	73.9	4.2	2.5	44.8	1.4	1.4	48.5	0.0	43.8	43.3	0.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	4.2	2.5	44.8	1.4	1.4	48.5	0.0	43.8	43.3	0.0	44.3
LOS by Move:	E	A	A	D	A	A	D	A	D	D	A	D
HCM2kAvgQ:	0	9	0	3	4	4	3	0	0	0	0	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0745-0845												
Base Vol:	6	2571	5	49	2200	51	133	4	25	3	2	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	2571	5	49	2200	51	133	4	25	3	2	13
Added Vol:	0	42	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	2613	5	49	2250	51	133	4	25	3	2	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:	6	2613	5	49	2250	51	133	4	25	3	2	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	2613	5	49	2250	51	133	4	25	3	2	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
FinalVolume:	6	2613	5	49	2250	51	133	4	25	3	2	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.91	0.09	0.97	0.03	1.00	0.60	0.40	1.00
Final Sat.:	1700	7200	1800	3200	7040	160	1747	53	1800	1080	720	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.00	0.02	0.32	0.32	0.08	0.08	0.01	0.00	0.00	0.01
Crit Moves:		****		****				****				
Green/Cycle:	0.01	0.73	0.73	0.03	0.76	0.76	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.42	0.49	0.00	0.49	0.42	0.42	0.49	0.49	0.09	0.02	0.02	0.05
Delay/Veh:	68.3	5.6	3.5	51.5	4.4	4.4	40.1	40.1	36.4	35.9	35.9	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	5.6	3.5	51.5	4.4	4.4	40.1	40.1	36.4	35.9	35.9	36.1
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	0	2	7	7	5	5	1	0	0	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.4
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			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 3 0 1			2 0 2 0 1		
Volume Module: 0730-0830												
Base Vol:	80	2045	142	390	1705	295	469	829	40	136	600	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	2045	142	390	1705	295	469	829	40	136	600	121
Added Vol:	2	25	0	0	35	15	17	3	1	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	2070	142	390	1740	310	486	832	41	136	603	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:	82	2070	142	390	1740	310	486	832	41	136	603	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	2070	142	390	1740	310	486	832	41	136	603	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
FinalVolume:	82	2070	142	390	1740	310	486	832	41	136	603	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.74	0.26	2.00	3.40	0.60	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6738	462	3200	6111	1089	3200	5400	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.12	0.28	0.28	0.15	0.15	0.02	0.04	0.17	0.07
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.38	0.38	0.15	0.46	0.46	0.19	0.31	0.31	0.09	0.21	0.36
Volume/Cap:	0.62	0.80	0.80	0.80	0.62	0.62	0.80	0.49	0.07	0.49	0.80	0.19
Delay/Veh:	62.5	34.7	34.7	58.4	25.1	25.1	54.1	33.8	29.1	53.7	51.3	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	34.7	34.7	58.4	25.1	25.1	54.1	33.8	29.1	53.7	51.3	26.4
LOS by Move:	E	C	C	E	C	C	D	C	C	D	D	C
HCM2kAvgQ:	4	21	21	10	15	15	12	9	1	3	13	3

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: 0730-0830												
Base Vol:	57	2287	19	68	1773	155	109	105	38	21	133	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	2287	19	68	1773	155	109	105	38	21	133	117
Added Vol:	0	22	0	1	34	0	0	0	0	2	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	2309	19	69	1807	155	109	105	38	23	133	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2309	19	69	1807	155	109	105	38	23	133	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2309	19	69	1807	155	109	105	38	23	133	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	2309	19	69	1807	155	109	105	38	23	133	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.97	0.03	1.00	3.68	0.32	1.00	0.73	0.27	1.00	0.52	0.48
Final Sat.:	1700	7141	59	1700	6631	569	1700	1322	478	1700	939	861
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.04	0.27	0.27	0.06	0.08	0.08	0.01	0.14	0.14
Crit Moves:		****		****							****	
Green/Cycle:	0.07	0.59	0.59	0.07	0.59	0.59	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.46	0.55	0.55	0.55	0.46	0.46	0.25	0.31	0.31	0.05	0.55	0.55
Delay/Veh:	47.2	12.7	12.7	49.8	11.7	11.7	29.7	30.3	30.3	28.0	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	12.7	12.7	49.8	11.7	11.7	29.7	30.3	30.3	28.0	33.5	33.5
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	12	12	3	9	9	3	4	4	1	8	8

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 17.4
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: 0730-0830												
Base Vol:	50	2337	49	94	1822	116	114	130	35	40	164	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	2337	49	94	1822	116	114	130	35	40	164	152
Added Vol:	0	20	0	0	34	1	2	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	2357	49	94	1856	117	116	130	36	40	164	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	2357	49	94	1856	117	116	130	36	40	164	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	2357	49	94	1856	117	116	130	36	40	164	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	2357	49	94	1856	117	116	130	36	40	164	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.92	0.08	1.00	3.76	0.24	1.00	0.78	0.22	1.00	0.52	0.48
Final Sat.:	1700	7053	147	1700	6773	427	1700	1410	390	1700	934	866
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.06	0.27	0.27	0.07	0.09	0.09	0.02	0.18	0.18
Crit Moves:		****		****							****	
Green/Cycle:	0.06	0.54	0.54	0.09	0.57	0.57	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.48	0.61	0.61	0.61	0.48	0.48	0.24	0.32	0.32	0.08	0.61	0.61
Delay/Veh:	48.8	15.9	15.9	51.1	12.7	12.7	27.6	28.5	28.5	26.2	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	15.9	15.9	51.1	12.7	12.7	27.6	28.5	28.5	26.2	33.1	33.1
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	14	14	4	9	9	3	4	4	1	10	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 57 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Ovl			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	4 0	1	2 0	4 0	1
Volume Module: 0800-0900												
Base Vol:	395	1816	147	305	1707	323	504	918	172	145	891	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	1816	147	305	1707	323	504	918	172	145	891	111
Added Vol:	3	20	0	0	35	0	0	14	3	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	1836	147	305	1742	323	504	932	175	145	908	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	1836	147	305	1742	323	504	932	175	145	908	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	1836	147	305	1742	323	504	932	175	145	908	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	398	1836	147	305	1742	323	504	932	175	145	908	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	7200	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.08	0.10	0.24	0.18	0.16	0.13	0.10	0.05	0.13	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.38	0.38	0.14	0.34	0.34	0.22	0.30	0.47	0.10	0.18	0.18
Volume/Cap:	0.71	0.68	0.22	0.68	0.71	0.53	0.71	0.44	0.21	0.44	0.71	0.35
Delay/Veh:	50.8	32.1	25.6	53.1	35.3	32.6	46.4	34.3	18.7	51.4	48.3	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	32.1	25.6	53.1	35.3	32.6	46.4	34.3	18.7	51.4	48.3	43.9
LOS by Move:	D	C	C	D	D	C	D	C	B	D	D	D
HCM2kAvgQ:	9	15	4	8	16	10	11	7	4	3	10	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			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: 0800-0900												
Base Vol:	80	2229	78	92	2051	70	24	13	53	42	21	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	2229	78	92	2051	70	24	13	53	42	21	33
Added Vol:	0	23	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	2252	78	92	2089	70	24	13	53	42	21	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:	80	2252	78	92	2089	70	24	13	53	42	21	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2252	78	92	2089	70	24	13	53	42	21	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
FinalVolume:	80	2252	78	92	2089	70	24	13	53	42	21	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.65	0.35	1.00	1.35	0.65	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	1168	632	1800	2332	1166	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.04	0.03	0.29	0.04	0.02	0.02	0.03	0.02	0.02	0.02
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.74	0.74	0.07	0.74	0.74	0.05	0.05	0.11	0.04	0.04	0.11
Volume/Cap:	0.39	0.42	0.06	0.42	0.39	0.05	0.42	0.42	0.26	0.42	0.42	0.17
Delay/Veh:	46.1	4.9	3.5	46.0	4.6	3.4	49.5	49.5	41.2	48.6	48.6	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	4.9	3.5	46.0	4.6	3.4	49.5	49.5	41.2	48.6	48.6	40.7
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	7	1	2	6	1	2	2	2	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 0745-0845												
Base Vol:	49	2417	25	43	2014	81	54	16	16	15	11	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	2417	25	43	2014	81	54	16	16	15	11	49
Added Vol:	0	23	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2440	25	43	2052	81	54	16	16	15	11	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:	49	2440	25	43	2052	81	54	16	16	15	11	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2440	25	43	2052	81	54	16	16	15	11	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
FinalVolume:	49	2440	25	43	2052	81	54	16	16	15	11	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.96	0.04	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	7127	73	3200	7200	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.01	0.29	0.05	0.03	0.01	0.01	0.01	0.01	0.03
Crit Moves:		****		****			****					
Green/Cycle:	0.08	0.81	0.81	0.03	0.77	0.77	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.37	0.42	0.42	0.42	0.37	0.06	0.42	0.12	0.12	0.12	0.08	0.36
Delay/Veh:	45.6	2.7	2.7	50.3	3.8	2.9	46.4	43.3	43.3	43.5	43.1	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	2.7	2.7	50.3	3.8	2.9	46.4	43.3	43.3	43.5	43.1	45.3
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	6	6	1	5	1	2	1	1	1	0	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.4
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module: 0730-0830												
Base Vol:	94	1926	114	186	1519	77	111	598	54	148	413	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1926	114	186	1519	77	111	598	54	148	413	163
Added Vol:	0	22	0	0	36	1	1	2	1	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1948	114	186	1555	78	112	600	55	148	416	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:	94	1948	114	186	1555	78	112	600	55	148	416	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1948	114	186	1555	78	112	600	55	148	416	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
FinalVolume:	94	1948	114	186	1555	78	112	600	55	148	416	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	3.00	3.81	0.19	1.00	2.75	0.25	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	4800	6856	344	1700	4947	453	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.06	0.04	0.23	0.23	0.07	0.12	0.12	0.05	0.08	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.53	0.53	0.08	0.49	0.49	0.15	0.24	0.24	0.09	0.18	0.25
Volume/Cap:	0.47	0.51	0.12	0.51	0.47	0.47	0.44	0.51	0.51	0.51	0.44	0.36
Delay/Veh:	51.0	18.3	14.2	54.5	20.5	20.5	47.5	40.1	40.1	53.6	44.4	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	18.3	14.2	54.5	20.5	20.5	47.5	40.1	40.1	53.6	44.4	37.3
LOS by Move:	D	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	12	2	3	10	10	5	8	8	4	5	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 3.3
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	2	0 4	0	1	2	0 4	0	1	1	0 0	1	0	0	1 0	1	0
Volume Module: 0800-0900																
Base Vol:	22	2344	10		42	1874	36		34	5	5		16	6	9	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	2344	10		42	1874	36		34	5	5		16	6	9	
Added Vol:	0	23	0		0	37	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	22	2367	10		42	1911	36		34	5	5		16	6	9	
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:	22	2367	0		42	1911	36		34	5	5		16	6	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	22	2367	0		42	1911	36		34	5	5		16	6	9	
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	
FinalVolume:	22	2367	0		42	1911	36		34	5	5		16	6	9	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95		0.95	0.95	0.95	
Lanes:	2.00	4.00	1.00		2.00	4.00	1.00		1.00	0.50	0.50		1.00	0.40	0.60	
Final Sat.:	3200	7200	1800		3200	7200	1800		1700	900	900		1800	720	1080	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33	0.00		0.01	0.27	0.02		0.02	0.01	0.01		0.01	0.01	0.01	
Crit Moves:		****			****				****							
Green/Cycle:	0.02	0.84	0.00		0.03	0.85	0.85		0.05	0.05	0.05		0.05	0.05	0.05	
Volume/Cap:	0.31	0.39	0.00		0.39	0.31	0.02		0.39	0.11	0.11		0.17	0.16	0.16	
Delay/Veh:	50.7	2.1	0.0		49.7	1.6	1.2		48.9	45.8	45.8		45.9	45.8	45.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.7	2.1	0.0		49.7	1.6	1.2		48.9	45.8	45.8		45.9	45.8	45.8	
LOS by Move:	D	A	A		D	A	A		D	D	D		D	D	D	
HCM2kAvgQ:	1	5	0		1	3	0		2	0	0		1	1	1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 65 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				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	3	0 2	1	0
Volume Module: 0800-0900																
Base Vol:	93	1753	353		242	1673	140		427	1370	91		480	788	292	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	1753	353		242	1673	140		427	1370	91		480	788	292	
Added Vol:	5	23	10		0	37	0		1	-31	8		25	80	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	98	1776	363		242	1710	140		428	1339	99		505	868	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:	98	1776	363		242	1710	140		428	1339	99		505	868	292	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	98	1776	363		242	1710	140		428	1339	99		505	868	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	
FinalVolume:	98	1776	363		242	1710	140		428	1339	99		505	868	292	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	2.00	4.00	1.00		2.00	4.00	1.00		2.00	2.79	0.21		3.00	2.24	0.76	
Final Sat.:	3200	7200	1800		3200	7200	1800		3200	5028	372		4800	4041	1359	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.25	0.20		0.08	0.24	0.08		0.13	0.27	0.27		0.11	0.21	0.21	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.05	0.33	0.46		0.10	0.38	0.38		0.19	0.35	0.35		0.14	0.30	0.30	
Volume/Cap:	0.63	0.76	0.43		0.76	0.63	0.21		0.71	0.76	0.76		0.76	0.71	0.71	
Delay/Veh:	64.0	37.7	21.9		62.5	31.0	25.4		49.6	36.2	36.2		54.7	38.7	38.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	64.0	37.7	21.9		62.5	31.0	25.4		49.6	36.2	36.2		54.7	38.7	38.7	
LOS by Move:	E	D	C		E	C	C		D	D	D		D	D	D	
HCM2kAvgQ:	3	17	9		7	14	4		10	18	18		9	14	14	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 13.1
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module: 0745-0845												
Base Vol:	42	2424	89	96	2139	57	73	107	23	84	116	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	2424	89	96	2139	57	73	107	23	84	116	95
Added Vol:	0	37	0	0	70	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	2461	89	96	2209	57	73	107	23	84	116	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2461	89	96	2209	57	73	107	23	84	116	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2461	89	96	2209	57	73	107	23	84	116	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2461	89	96	2209	57	73	107	23	84	116	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.86	0.14	1.00	3.90	0.10	0.41	0.59	1.00	0.42	0.58	1.00
Final Sat.:	1700	6949	251	1700	7019	181	730	1070	1800	756	1044	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.06	0.31	0.31	0.10	0.10	0.01	0.11	0.11	0.05
Crit Moves:		****		****							****	
Green/Cycle:	0.05	0.62	0.62	0.10	0.67	0.67	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.47	0.57	0.57	0.57	0.47	0.47	0.51	0.51	0.07	0.57	0.57	0.27
Delay/Veh:	49.8	11.1	11.1	47.4	8.0	8.0	37.2	37.2	32.8	38.5	38.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	11.1	11.1	47.4	8.0	8.0	37.2	37.2	32.8	38.5	38.5	34.5
LOS by Move:	D	B	B	D	A	A	D	D	C	D	D	C
HCM2kAvgQ:	2	12	12	4	9	9	6	6	1	7	7	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.3
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	2 0	3	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module: 0745-0845												
Base Vol:	124	1952	101	686	1473	111	141	784	97	127	601	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1952	101	686	1473	111	141	784	97	127	601	416
Added Vol:	3	20	38	47	23	0	0	28	4	10	10	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1972	139	733	1496	111	141	812	101	137	611	433
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1972	139	733	1496	111	141	812	101	137	611	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1972	139	733	1496	111	141	812	101	137	611	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1972	139	733	1496	111	141	812	101	137	611	433
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.74	0.26	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6726	474	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.23	0.28	0.06	0.08	0.23	0.06	0.08	0.17	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.33	0.33	0.26	0.46	0.46	0.11	0.25	0.25	0.09	0.23	0.49
Volume/Cap:	0.60	0.89	0.89	0.89	0.60	0.13	0.73	0.89	0.22	0.89	0.73	0.49
Delay/Veh:	54.3	42.6	42.6	54.3	24.3	18.5	64.9	53.6	35.6	95.4	46.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	42.6	42.6	54.3	24.3	18.5	64.9	53.6	35.6	95.4	46.0	21.0
LOS by Move:	D	D	D	D	C	B	E	D	D	F	D	C
HCM2kAvgQ:	6	23	23	19	14	2	7	18	3	8	12	11

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 20.2
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			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: 0800-0900												
Base Vol:	33	1914	180	218	1187	65	19	8	2	126	34	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1914	180	218	1187	65	19	8	2	126	34	317
Added Vol:	0	61	-26	0	37	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1975	154	218	1224	65	19	8	2	137	34	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1975	154	218	1224	65	19	8	2	137	34	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1975	154	218	1224	65	19	8	2	137	34	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1975	154	218	1224	65	19	8	2	137	34	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.71	0.29	1.00	3.00	1.00	1.00	0.80	0.20	1.00	0.19	1.81
Final Sat.:	1700	6679	521	1700	5400	1800	1700	1440	360	1700	349	3251
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.13	0.23	0.04	0.01	0.01	0.01	0.08	0.10	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.51	0.51	0.22	0.67	0.67	0.02	0.02	0.02	0.17	0.17	0.39
Volume/Cap:	0.34	0.58	0.58	0.58	0.34	0.05	0.58	0.29	0.29	0.48	0.58	0.25
Delay/Veh:	56.4	20.8	20.8	44.1	8.4	6.7	82.1	62.6	62.6	46.5	47.5	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	20.8	20.8	44.1	8.4	6.7	82.1	62.6	62.6	46.5	47.5	25.0
LOS by Move:	E	C	C	D	A	A	F	E	E	D	D	C
HCM2kAvgQ:	2	14	14	9	7	1	2	1	1	6	7	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	3	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module: 0800-0900												
Base Vol:	281	1500	51	218	725	200	327	995	251	218	960	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	1500	51	218	725	200	327	995	251	218	960	276
Added Vol:	7	31	1	1	31	20	3	6	5	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	1531	52	219	756	220	330	1001	256	218	970	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	1531	52	219	756	220	330	1001	256	218	970	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1531	52	219	756	220	330	1001	256	218	970	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	1531	52	219	756	220	330	1001	256	218	970	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.90	0.10	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	5223	177	3200	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.07	0.14	0.12	0.19	0.19	0.14	0.13	0.18	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.36	0.36	0.08	0.27	0.27	0.24	0.27	0.27	0.19	0.22	0.22
Volume/Cap:	0.52	0.82	0.82	0.82	0.52	0.45	0.82	0.69	0.53	0.69	0.82	0.70
Delay/Veh:	46.0	37.7	37.7	71.6	37.6	37.2	55.5	40.6	38.3	51.6	49.1	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	37.7	37.7	71.6	37.6	37.2	55.5	40.6	38.3	51.6	49.1	48.5
LOS by Move:	D	D	D	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	6	20	20	7	9	7	15	12	9	9	14	11

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:0800-0900												
Base Vol:	7	1965	12	16	1275	13	17	11	16	13	15	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1965	12	16	1275	13	17	11	16	13	15	18
Added Vol:	0	35	0	2	35	0	0	0	0	1	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2000	12	18	1310	13	17	11	16	14	15	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:	7	2000	12	18	1310	13	17	11	16	14	15	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2000	12	18	1310	13	17	11	16	14	15	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
FinalVolume:	7	2000	12	18	1310	13	17	11	16	14	15	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.61	0.39	1.00	0.48	0.52	1.00
Final Sat.:	1700	5368	32	1700	5347	53	1093	707	1800	869	931	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.01	0.25	0.25	0.02	0.02	0.01	0.02	0.02	0.01
Crit Moves:		****									****	
Green/Cycle:	0.92	0.92	0.92	0.92	0.92	0.92	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.00	0.40	0.40	0.01	0.27	0.27	0.39	0.39	0.22	0.40	0.40	0.31
Delay/Veh:	0.3	0.6	0.6	0.3	0.5	0.5	50.3	50.3	48.1	50.6	50.6	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.3	0.6	0.6	0.3	0.5	0.5	50.3	50.3	48.1	50.6	50.6	49.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	2	2	1	1	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:0800-0900												
Base Vol:	38	1856	40	33	1202	52	54	75	45	34	54	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1856	40	33	1202	52	54	75	45	34	54	59
Added Vol:	0	30	0	1	34	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1886	40	34	1236	52	54	75	45	34	54	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:	38	1886	40	34	1236	52	54	75	45	34	54	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1886	40	34	1236	52	54	75	45	34	54	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
FinalVolume:	38	1886	40	34	1236	52	54	75	45	34	54	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.88	0.12	0.62	0.86	0.52	1.00	1.00	1.00
Final Sat.:	1700	5288	112	1700	5182	218	1117	1552	931	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.02	0.24	0.24	0.05	0.05	0.05	0.02	0.03	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.07	0.79	0.79	0.04	0.76	0.76	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.31	0.45	0.45	0.45	0.31	0.31	0.45	0.45	0.45	0.19	0.28	0.33
Delay/Veh:	45.6	3.5	3.5	50.9	3.8	3.8	42.8	42.8	42.8	41.2	41.9	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	3.5	3.5	50.9	3.8	3.8	42.8	42.8	42.8	41.2	41.9	42.4
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	7	7	2	4	4	3	3	3	1	2	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0800-0900												
Base Vol:	55	1771	49	8	1072	158	189	7	49	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	1771	49	8	1072	158	189	7	49	2	1	1
Added Vol:	0	30	0	0	35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1801	49	8	1107	158	189	7	49	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:	55	1801	49	8	1107	158	189	7	49	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1801	49	8	1107	158	189	7	49	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
FinalVolume:	55	1801	49	8	1107	158	189	7	49	2	1	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	0.96	0.04	1.00	1.00	0.50	0.50
Final Sat.:	1700	5400	1800	1700	4726	674	1736	64	1800	1800	900	900
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.03	0.00	0.23	0.23	0.11	0.11	0.03	0.00	0.00	0.00
Crit Moves:		****						****				
Green/Cycle:	0.72	0.72	0.72	0.72	0.72	0.72	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.04	0.46	0.04	0.01	0.32	0.32	0.46	0.46	0.12	0.00	0.00	0.00
Delay/Veh:	4.0	5.8	3.9	3.8	5.0	5.0	33.5	33.5	30.1	29.2	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.0	5.8	3.9	3.8	5.0	5.0	33.5	33.5	30.1	29.2	29.2	29.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	8	0	0	5	5	6	6	1	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	1 1	0	0 1	0 0	1	1 0	0 1	1
Volume Module: 0800-0900												
Base Vol:	11	1569	153	237	868	17	3	2	0	89	22	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1569	153	237	868	17	3	2	0	89	22	358
Added Vol:	0	28	0	4	31	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1597	153	241	899	17	3	2	0	89	22	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1597	153	241	899	17	3	2	0	89	22	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1597	153	241	899	17	3	2	0	89	22	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	1597	153	241	899	17	3	2	0	89	22	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.96	0.04	0.60	0.40	1.00	1.00	0.12	1.88
Final Sat.:	1700	3600	1800	3200	3533	67	1080	720	1800	1700	207	3393
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.09	0.08	0.25	0.25	0.00	0.00	0.00	0.05	0.11	0.11
Crit Moves:		****		****							****	
Green/Cycle:	0.02	0.67	0.67	0.11	0.76	0.76	0.16	0.16	0.00	0.16	0.16	0.16
Volume/Cap:	0.33	0.66	0.13	0.66	0.33	0.33	0.02	0.02	0.00	0.33	0.66	0.66
Delay/Veh:	54.3	10.7	6.1	47.1	3.9	3.9	35.4	35.4	0.0	38.0	42.5	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	10.7	6.1	47.1	3.9	3.9	35.4	35.4	0.0	38.0	42.5	42.5
LOS by Move:	D	B	A	D	A	A	D	D	A	D	D	D
HCM2kAvgQ:	1	16	2	5	5	5	0	0	0	3	7	7

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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: 0730-0830												
Base Vol:	85	0	232	0	0	0	0	838	39	159	521	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	0	232	0	0	0	0	838	39	159	521	0
Added Vol:	1	0	5	0	0	0	0	2	2	7	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	0	237	0	0	0	0	840	41	166	526	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	237	0	0	0	0	840	41	166	526	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	237	0	0	0	0	840	41	166	526	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	0	237	0	0	0	0	840	41	166	526	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3432	168	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.13	0.00	0.00	0.00	0.00	0.24	0.24	0.10	0.15	0.00
Crit Moves:			****					****				
Green/Cycle:	0.34	0.00	0.34	0.00	0.00	0.00	0.00	0.62	0.62	0.62	0.62	0.00
Volume/Cap:	0.15	0.00	0.39	0.00	0.00	0.00	0.00	0.39	0.39	0.16	0.23	0.00
Delay/Veh:	23.4	0.0	25.8	0.0	0.0	0.0	0.0	9.5	9.5	7.9	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	0.0	25.8	0.0	0.0	0.0	0.0	9.5	9.5	7.9	8.3	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	6	0	0	0	0	7	7	2	4	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: 0745-0845												
Base Vol:	0	0	0	49	0	194	126	1165	0	0	956	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	0	194	126	1165	0	0	956	21
Added Vol:	0	0	0	1	0	1	1	12	0	0	17	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	50	0	195	127	1177	0	0	973	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	50	0	195	127	1177	0	0	973	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	195	127	1177	0	0	973	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
FinalVolume:	0	0	0	50	0	195	127	1177	0	0	973	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.11	0.07	0.33	0.00	0.00	0.27	0.01
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.24	0.72	0.72	0.00	0.00	0.72	0.72
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.45	0.10	0.45	0.00	0.00	0.37	0.02
Delay/Veh:	0.0	0.0	0.0	30.0	0.0	33.2	4.2	5.9	0.0	0.0	5.4	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.0	0.0	33.2	4.2	5.9	0.0	0.0	5.4	3.9
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	6	1	8	0	0	6	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 0800-0900												
Base Vol:	28	58	17	30	45	28	29	1061	27	12	1277	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	58	17	30	45	28	29	1061	27	12	1277	22
Added Vol:	0	0	0	0	0	0	0	32	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	58	17	30	45	28	29	1093	27	12	1297	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:	28	58	17	30	45	28	29	1093	27	12	1297	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	58	17	30	45	28	29	1093	27	12	1297	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
FinalVolume:	28	58	17	30	45	28	29	1093	27	12	1297	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.40	0.60	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	586	1214	1800	720	1080	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.04	0.04	0.02	0.02	0.30	0.02	0.01	0.36	0.01
Crit Moves:		****									****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.85	0.85	0.85	0.85	0.85
Volume/Cap:	0.43	0.43	0.08	0.37	0.37	0.14	0.02	0.36	0.02	0.01	0.43	0.01
Delay/Veh:	42.8	42.8	39.9	42.3	42.3	40.3	1.2	1.7	1.2	1.2	1.9	1.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.8	39.9	42.3	42.3	40.3	1.2	1.7	1.2	1.2	1.9	1.2
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	3	3	1	0	4	0	0	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0800-0900												
Base Vol:	141	7	98	53	0	32	10	1395	118	72	2014	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	7	98	53	0	32	10	1395	118	72	2014	11
Added Vol:	0	0	1	1	0	1	0	20	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	7	99	54	0	33	10	1415	118	72	2073	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:	141	7	99	54	0	33	10	1415	118	72	2073	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	7	99	54	0	33	10	1415	118	72	2073	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
FinalVolume:	141	7	99	54	0	33	10	1415	118	72	2073	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.07	0.93	1.00	0.00	1.00	1.00	2.77	0.23	1.00	4.00	1.00
Final Sat.:	1700	119	1681	1700	0	1800	1700	4984	416	1700	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.03	0.00	0.02	0.01	0.28	0.28	0.04	0.29	0.01
Crit Moves:	****								****		****	
Green/Cycle:	0.12	0.12	0.12	0.12	0.00	0.12	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.70	0.49	0.49	0.27	0.00	0.15	0.01	0.70	0.70	0.10	0.70	0.01
Delay/Veh:	52.5	43.0	43.0	40.8	0.0	39.9	17.7	25.5	25.5	18.0	24.9	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	43.0	43.0	40.8	0.0	39.9	17.7	25.5	25.5	18.0	24.9	17.3
LOS by Move:	D	D	D	D	A	D	B	C	C	B	C	B
HCM2kAvgQ:	6	4	4	2	0	1	0	15	15	1	15	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	1		1	0	1!	0	0		0	0	2	0	1		0	0	2	0	0	
Volume Module:	0745-0845																							
Base Vol:	0	0	27	554	0	96	0	851	16	0	647	0												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	27	554	0	96	0	851	16	0	647	0												
Added Vol:	0	0	1	5	0	1	0	-10	0	0	13	0												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	28	559	0	97	0	841	16	0	660	0												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	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	559	0	97	0	841	16	0	660	0												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	28	559	0	97	0	841	16	0	660	0												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	0	0	28	559	0	97	0	841	16	0	660	0												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	1.00	1.75	0.00	0.25	0.00	2.00	1.00	0.00	2.00	0.00												
Final Sat.:	0	0	1800	3045	0	452	0	3600	1800	0	3600	0												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.02	0.18	0.00	0.21	0.00	0.23	0.01	0.00	0.18	0.00												
Crit Moves:						****		****																
Green/Cycle:	0.00	0.00	0.46	0.46	0.00	0.46	0.00	0.50	0.50	0.00	0.50	0.00												
Volume/Cap:	0.00	0.00	0.03	0.40	0.00	0.47	0.00	0.47	0.02	0.00	0.37	0.00												
Delay/Veh:	0.0	0.0	14.9	18.1	0.0	18.8	0.0	16.5	12.6	0.0	15.4	0.0												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	14.9	18.1	0.0	18.8	0.0	16.5	12.6	0.0	15.4	0.0												
LOS by Move:	A	A	B	B	A	B	A	B	B	A	B	A												
HCM2kAvgQ:	0	0	0	7	0	9	0	9	0	0	6	0												

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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	1	0	0		0	0	2	0	1	
Volume Module:	0730-0830																							
Base Vol:	0	0	0	0	0	442	0	0	0	0	1440	413												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
Initial Bse:	0	0	0	0	0	442	0	0	0	0	1440	413												
Added Vol:	0	0	0	0	0	1	0	8	0	0	16	2												
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0												
Initial Fut:	0	0	0	0	0	443	0	8	0	0	1456	415												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
PHF Adj:	1.00	1.00	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	443	0	8	0	0	1456	415												
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0												
Reduced Vol:	0	0	0	0	0	443	0	8	0	0	1456	415												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
FinalVolume:	0	0	0	0	0	443	0	8	0	0	1456	415												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900												
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95												
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	0.00	0.00	2.00	1.00												
Final Sat.:	0	0	0	0	0	3600	0	1800	0	0	3600	1800												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.40	0.23												
Crit Moves:						****		****			****													
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.22	0.00	0.01	0.00	0.00	0.73	0.73												
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.55	0.00	0.00	0.55	0.32												
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	35.4	0.0	89.1	0.0	0.0	6.4	4.9												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	35.4	0.0	89.1	0.0	0.0	6.4	4.9												
LOS by Move:	A	A	A	A	A	D	A	F	A	A	A	A												
HCM2kAvgQ:	0	0	0	0	0	7	0	1	0	0	11	5												

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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: 0730-0830												
Base Vol:	752	0	20	0	0	0	0	391	475	118	802	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	752	0	20	0	0	0	0	391	475	118	802	0
Added Vol:	7	0	0	0	0	0	0	9	47	3	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	759	0	20	0	0	0	0	400	522	121	809	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	759	0	20	0	0	0	0	400	522	121	809	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	759	0	20	0	0	0	0	400	522	121	809	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	759	0	20	0	0	0	0	400	522	121	809	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3412	0	88	0	0	0	0	1800	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.23	0.00	0.00	0.00	0.00	0.22	0.29	0.07	0.45	0.00
Crit Moves:			****								****	
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.64	0.00
Volume/Cap:	0.69	0.00	0.71	0.00	0.00	0.00	0.00	0.35	0.46	0.11	0.71	0.00
Delay/Veh:	31.3	0.0	31.8	0.0	0.0	0.0	0.0	8.6	9.5	7.1	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	0.0	31.8	0.0	0.0	0.0	0.0	8.6	9.5	7.1	14.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	B	A
HCM2kAvgQ:	12	0	13	0	0	0	0	6	9	2	18	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.7
Optimal Cycle: 140 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module: 0730-0830												
Base Vol:	370	1403	0	0	1736	383	52	0	906	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1403	0	0	1736	383	52	0	906	0	0	0
Added Vol:	2	135	0	0	91	15	4	0	-59	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	1538	0	0	1827	398	56	0	847	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:	372	1538	0	0	1827	398	56	0	847	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1538	0	0	1827	398	56	0	847	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	1538	0	0	1827	398	56	0	847	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.46	0.54	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1700	5400	0	0	4434	966	210	0	3390	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.00	0.00	0.41	0.41	0.27	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.23	0.66	0.00	0.00	0.43	0.43	0.28	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.95	0.43	0.00	0.00	0.95	0.95	0.95	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	71.9	8.1	0.0	0.0	37.5	37.5	54.6	0.0	16.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	8.1	0.0	0.0	37.5	37.5	54.6	0.0	16.3	0.0	0.0	0.0
LOS by Move:	E	A	A	A	D	D	D	A	B	A	A	A
HCM2kAvgQ:	17	8	0	0	29	29	20	0	10	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0745-0845												
Base Vol:	0	989	339	62	1113	0	0	0	0	1086	0	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	989	339	62	1113	0	0	0	0	1086	0	175
Added Vol:	0	13	20	0	28	0	0	0	0	4	0	-4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1002	359	62	1141	0	0	0	0	1090	0	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1002	359	62	1141	0	0	0	0	1090	0	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1002	359	62	1141	0	0	0	0	1090	0	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1002	359	62	1141	0	0	0	0	1090	0	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.77	0.00	0.23
Final Sat.:	0	3600	1800	1700	5400	0	0	0	0	3078	0	419
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.20	0.04	0.21	0.00	0.00	0.00	0.00	0.35	0.00	0.41
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.37	0.91	0.05	0.42	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Volume/Cap:	0.00	0.75	0.22	0.75	0.51	0.00	0.00	0.00	0.00	0.65	0.00	0.75
Delay/Veh:	0.0	30.0	0.6	78.8	21.6	0.0	0.0	0.0	0.0	17.1	0.0	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.0	0.6	78.8	21.6	0.0	0.0	0.0	0.0	17.1	0.0	19.7
LOS by Move:	A	C	A	E	C	A	A	A	A	B	A	B
HCM2kAvgQ:	0	16	1	4	9	0	0	0	0	15	0	19

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 41.7
Optimal Cycle: 109 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0730-0830												
Base Vol:	0	0	0	589	0	286	654	1008	0	0	1235	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	589	0	286	654	1008	0	0	1235	120
Added Vol:	0	0	0	-50	0	0	9	7	0	0	8	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	539	0	286	663	1015	0	0	1243	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:	0	0	0	539	0	286	663	1015	0	0	1243	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	539	0	286	663	1015	0	0	1243	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
FinalVolume:	0	0	0	539	0	286	663	1015	0	0	1243	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.91	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.50	0.00	0.50	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2578	0	907	3200	5400	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.32	0.21	0.19	0.00	0.00	0.35	0.08
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.34	0.00	0.34	0.22	0.22	0.00	0.00	0.37	0.37
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.92	0.92	0.84	0.00	0.00	0.92	0.20
Delay/Veh:	0.0	0.0	0.0	28.2	0.0	46.5	55.5	42.3	0.0	0.0	40.7	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.2	0.0	46.5	55.5	42.3	0.0	0.0	40.7	21.3
LOS by Move:	A	A	A	C	A	D	E	D	A	A	D	C
HCM2kAvgQ:	0	0	0	11	0	22	16	13	0	0	24	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.4
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	2 0	2 0	1	1 0	2 0	1
Volume Module: 0715-0815												
Base Vol:	22	118	23	380	56	548	505	932	8	45	696	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	118	23	380	56	548	505	932	8	45	696	194
Added Vol:	0	0	0	0	0	0	0	19	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	118	23	380	56	548	505	951	8	45	716	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	118	23	380	56	548	505	951	8	45	716	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	118	23	380	56	548	505	951	8	45	716	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	118	23	380	56	548	505	951	8	45	716	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.16	0.84	1.00	0.87	0.13	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	283	1517	1800	1569	231	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.24	0.24	0.30	0.16	0.26	0.00	0.03	0.20	0.11
Crit Moves:					****		****				****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.61	0.24	0.50	0.50	0.05	0.31	0.31
Volume/Cap:	0.21	0.21	0.03	0.65	0.65	0.50	0.65	0.53	0.01	0.53	0.65	0.35
Delay/Veh:	21.5	21.5	20.0	28.3	28.3	11.0	36.0	17.4	12.7	52.6	31.5	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.5	21.5	20.0	28.3	28.3	11.0	36.0	17.4	12.7	52.6	31.5	27.4
LOS by Move:	C	C	B	C	C	B	D	B	B	D	C	C
HCM2kAvgQ:	3	3	0	12	12	10	9	11	0	2	11	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.314
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.7
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	1 0	0 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module: 0700-0800												
Base Vol:	0	0	0	27	0	46	58	343	0	0	487	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	27	0	46	58	343	0	0	487	21
Added Vol:	0	0	1	8	0	2	1	21	1	3	4	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	1	35	0	48	59	364	1	3	491	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	1	35	0	48	59	364	1	3	491	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	1	35	0	48	59	364	1	3	491	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
FinalVolume:	0	0	1	35	0	48	59	364	1	3	491	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	0.01	0.99	1.00
Final Sat.:	0	0	1800	1700	0	1800	1700	1795	5	11	1789	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.03	0.20	0.20	0.27	0.27	0.01
Crit Moves:			****			****					****	
Green/Cycle:	0.00	0.00	0.00	0.08	0.00	0.08	0.87	0.87	0.87	0.87	0.87	0.87
Volume/Cap:	0.00	0.00	0.31	0.24	0.00	0.31	0.04	0.23	0.23	0.31	0.31	0.02
Delay/Veh:	0.0	0.0	99.0	43.6	0.0	44.2	0.8	1.1	1.1	1.2	1.2	0.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	99.0	43.6	0.0	44.2	0.8	1.1	1.1	1.2	1.2	0.8
LOS by Move:	A	A	F	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	1	0	2	0	2	2	3	3	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0800-0900												
Base Vol:	23	0	120	0	0	0	0	1712	18	103	1575	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	120	0	0	0	0	1712	18	103	1575	0
Added Vol:	0	0	0	0	0	0	0	-21	0	0	105	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	120	0	0	0	0	1691	18	103	1680	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	120	0	0	0	0	1691	18	103	1680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	120	0	0	0	0	1691	18	103	1680	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	120	0	0	0	0	1691	18	103	1680	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	7124	76	1700	5400	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.24	0.24	0.06	0.31	0.00
Crit Moves:			****				****				****	
Green/Cycle:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.62	0.62	0.16	0.77	0.00
Volume/Cap:	0.08	0.00	0.40	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.40	0.00
Delay/Veh:	35.4	0.0	38.2	0.0	0.0	0.0	0.0	9.7	9.7	38.7	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	0.0	38.2	0.0	0.0	0.0	0.0	9.7	9.7	38.7	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	7	7	3	6	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #110 Madison St/Skypark Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: 0800-0900												
Base Vol:	157	175	193	76	145	73	34	358	60	94	205	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	175	193	76	145	73	34	358	60	94	205	22
Added Vol:	0	0	0	0	0	0	0	-26	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	175	193	76	145	73	34	332	60	94	216	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:	157	175	193	76	145	73	34	332	60	94	216	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	175	193	76	145	73	34	332	60	94	216	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
FinalVolume:	157	175	193	76	145	73	34	332	60	94	216	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.69	0.31	1.00	1.82	0.18
Final Sat.:	1700	1800	1800	1700	2394	1206	1700	3049	551	1700	3267	333
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.11	0.04	0.06	0.06	0.02	0.11	0.11	0.06	0.07	0.07
Crit Moves:			****					****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.19	0.20	0.23	0.09	0.13	0.13	0.04	0.23	0.23	0.11	0.14	0.14
Delay/Veh:	15.2	15.2	15.4	14.4	14.6	14.6	13.6	15.0	15.0	14.2	14.3	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.2	15.4	14.4	14.6	14.6	13.6	15.0	15.0	14.2	14.3	14.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	3	3	4	1	2	2	1	4	4	2	2	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:0745-0845												
Base Vol:	35	126	99	41	74	27	136	1106	26	81	1287	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	126	99	41	74	27	136	1106	26	81	1287	332
Added Vol:	0	0	0	0	0	0	0	9	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	126	99	41	74	27	136	1115	26	81	1298	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	126	99	41	74	27	136	1115	26	81	1298	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	126	99	41	74	27	136	1115	26	81	1298	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	126	99	41	74	27	136	1115	26	81	1298	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.27	0.97	0.76	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.39	0.61
Final Sat.:	485	1745	1371	1700	1800	1800	1700	5277	123	1700	4300	1100
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.04	0.02	0.08	0.21	0.21	0.05	0.30	0.30
Crit Moves:		****					****				****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.17	0.65	0.65	0.15	0.62	0.62
Volume/Cap:	0.48	0.48	0.48	0.16	0.27	0.10	0.48	0.33	0.33	0.33	0.48	0.48
Delay/Veh:	39.7	39.7	39.7	37.4	38.3	36.9	39.1	8.0	8.0	39.1	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	39.7	37.4	38.3	36.9	39.1	8.0	8.0	39.1	10.2	10.2
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	4	4	4	1	2	1	5	6	6	3	9	9

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:0800-0900												
Base Vol:	126	1287	43	5	1091	27	78	6	177	54	4	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1287	43	5	1091	27	78	6	177	54	4	9
Added Vol:	0	8	0	0	11	0	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1295	43	5	1102	27	79	6	178	54	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:	126	1295	43	5	1102	27	79	6	178	54	4	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1295	43	5	1102	27	79	6	178	54	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
FinalVolume:	126	1295	43	5	1102	27	79	6	178	54	4	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	1.86	0.14	1.00	1.87	0.13	1.00
Final Sat.:	1700	5400	1800	1700	5271	129	3253	247	1800	3258	241	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.02	0.00	0.21	0.21	0.02	0.02	0.10	0.02	0.02	0.01
Crit Moves:		****							****	****		
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.26	0.26	0.26	0.04	0.04	0.04
Volume/Cap:	0.12	0.38	0.04	0.00	0.33	0.33	0.09	0.09	0.38	0.38	0.38	0.11
Delay/Veh:	7.3	8.9	6.9	6.7	8.5	8.5	28.0	28.0	30.8	48.0	48.0	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.3	8.9	6.9	6.7	8.5	8.5	28.0	28.0	30.8	48.0	48.0	46.6
LOS by Move:	A	A	A	A	A	A	C	C	C	D	D	D
HCM2kAvgQ:	2	7	1	0	6	6	1	1	5	1	1	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.363
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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: 0800-0900												
Base Vol:	54	1271	14	4	1037	6	53	2	179	3	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1271	14	4	1037	6	53	2	179	3	0	0
Added Vol:	0	8	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1279	14	4	1049	6	53	2	179	3	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	1279	14	4	1049	6	53	2	179	3	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1279	14	4	1049	6	53	2	179	3	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1279	14	4	1049	6	53	2	179	3	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.98	0.02	0.96	0.04	1.00	1.00	0.00	1.00
Final Sat.:	1700	5342	58	1700	5369	31	1735	65	1800	1800	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.00	0.20	0.20	0.03	0.03	0.10	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green/Cycle:	0.09	0.66	0.66	0.01	0.57	0.57	0.27	0.27	0.27	0.27	0.00	0.00
Volume/Cap:	0.34	0.36	0.36	0.36	0.34	0.34	0.11	0.11	0.36	0.01	0.00	0.00
Delay/Veh:	43.8	7.7	7.7	68.7	11.4	11.4	27.3	27.3	29.7	26.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	7.7	7.7	68.7	11.4	11.4	27.3	27.3	29.7	26.4	0.0	0.0
LOS by Move:	D	A	A	E	B	B	C	C	C	C	A	A
HCM2kAvgQ:	2	6	6	1	6	6	1	1	5	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.8
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: 0745-0845												
Base Vol:	263	1019	116	44	834	162	205	1054	209	119	772	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	1019	116	44	834	162	205	1054	209	119	772	48
Added Vol:	0	7	0	5	7	0	0	14	0	0	17	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	1026	116	49	841	162	205	1068	209	119	789	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:	263	1026	116	49	841	162	205	1068	209	119	789	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1026	116	49	841	162	205	1068	209	119	789	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
FinalVolume:	263	1026	116	49	841	162	205	1068	209	119	789	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.82	0.18
Final Sat.:	3200	4851	549	3200	5400	1800	3200	3600	1800	3200	5084	316
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.02	0.16	0.09	0.06	0.30	0.12	0.04	0.16	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.36	0.36	0.03	0.25	0.25	0.16	0.48	0.48	0.06	0.39	0.39
Volume/Cap:	0.61	0.58	0.58	0.58	0.61	0.35	0.40	0.61	0.24	0.61	0.40	0.40
Delay/Veh:	51.6	31.4	31.4	67.9	40.4	37.1	45.8	23.3	18.2	60.7	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	31.4	31.4	67.9	40.4	37.1	45.8	23.3	18.2	60.7	26.9	26.9
LOS by Move:	D	C	C	E	D	D	D	C	B	E	C	C
HCM2kAvgQ:	6	12	12	2	10	5	4	15	5	4	8	8

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module: 0800-0900												
Base Vol:	189	1109	0	0	1062	30	15	0	82	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1109	0	0	1062	30	15	0	82	0	0	0
Added Vol:	0	7	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	1116	0	0	1069	30	15	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:	189	1116	0	0	1069	30	15	0	82	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1116	0	0	1069	30	15	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
FinalVolume:	189	1116	0	0	1069	30	15	0	82	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5400	0	1700	5400	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.00	0.20	0.02	0.00	0.00	0.05	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.18	0.80	0.00	0.00	0.61	0.76	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.32	0.26	0.00	0.00	0.32	0.02	0.03	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	35.7	2.6	0.0	0.0	9.3	3.0	37.1	0.0	39.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	2.6	0.0	0.0	9.3	3.0	37.1	0.0	39.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	3	3	0	0	5	0	0	0	3	0	0	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module: 0745-0845												
Base Vol:	88	990	148	141	905	86	107	758	97	102	652	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	990	148	141	905	86	107	758	97	102	652	200
Added Vol:	0	4	0	1	6	0	0	2	0	0	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	994	148	142	911	86	107	760	97	102	655	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	994	148	142	911	86	107	760	97	102	655	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	994	148	142	911	86	107	760	97	102	655	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	994	148	142	911	86	107	760	97	102	655	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	1700	4122	1278
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.08	0.04	0.17	0.05	0.03	0.14	0.05	0.06	0.16	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.39	0.39	0.10	0.42	0.42	0.07	0.30	0.30	0.13	0.36	0.36
Volume/Cap:	0.40	0.47	0.21	0.47	0.40	0.11	0.45	0.47	0.18	0.47	0.45	0.45
Delay/Veh:	45.8	22.6	20.1	44.0	20.3	17.7	45.6	28.6	25.9	42.0	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	22.6	20.1	44.0	20.3	17.7	45.6	28.6	25.9	42.0	24.9	24.9
LOS by Move:	D	C	C	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	2	8	3	3	7	2	2	7	2	4	7	7

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.5
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	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: 0745-0845												
Base Vol:	8	774	18	53	764	97	30	30	12	14	41	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	774	18	53	764	97	30	30	12	14	41	353
Added Vol:	0	5	0	2	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	779	18	55	775	97	30	30	12	14	41	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	779	18	55	775	97	30	30	12	14	41	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	779	18	55	775	97	30	30	12	14	41	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	779	18	55	775	97	30	30	12	14	41	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.93	0.07	2.00	2.00	1.00	1.00	1.43	0.57	1.00	1.00	1.00
Final Sat.:	1700	5278	122	3200	3600	1800	1700	2571	1029	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.02	0.22	0.05	0.02	0.01	0.01	0.01	0.02	0.20
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.45	0.45	0.05	0.49	0.49	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.44	0.33	0.33	0.33	0.44	0.11	0.04	0.03	0.03	0.02	0.05	0.44
Delay/Veh:	65.5	18.1	18.1	46.9	17.0	14.0	15.8	15.7	15.7	15.6	15.9	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.5	18.1	18.1	46.9	17.0	14.0	15.8	15.7	15.7	15.6	15.9	19.6
LOS by Move:	E	B	B	D	B	B	B	B	B	B	B	B
HCM2kAvgQ:	1	6	6	1	8	2	1	0	0	0	1	8

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	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: 0800-0900												
Base Vol:	0	0	0	542	0	231	282	1297	0	0	1262	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	542	0	231	282	1297	0	0	1262	372
Added Vol:	0	0	0	3	0	8	3	-24	0	0	97	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	545	0	239	285	1273	0	0	1359	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	545	0	239	285	1273	0	0	1359	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	545	0	239	285	1273	0	0	1359	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	545	0	239	285	1273	0	0	1359	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	3200	5400	0	0	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.07	0.09	0.24	0.00	0.00	0.25	0.21
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.58	0.34	0.34	0.00	0.00	0.36	0.60
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.11	0.26	0.70	0.00	0.00	0.70	0.34
Delay/Veh:	0.0	0.0	0.0	37.3	0.0	9.5	24.3	30.0	0.0	0.0	28.6	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.3	0.0	9.5	24.3	30.0	0.0	0.0	28.6	10.1
LOS by Move:	A	A	A	D	A	A	C	C	A	A	C	B
HCM2kAvgQ:	0	0	0	10	0	2	4	13	0	0	14	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.362
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0745-0845												
Base Vol:	204	488	101	151	365	55	6	4	32	229	46	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	488	101	151	365	55	6	4	32	229	46	220
Added Vol:	0	24	0	1	0	0	0	0	0	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	512	101	152	365	55	6	4	32	230	46	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:	204	512	101	152	365	55	6	4	32	230	46	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	512	101	152	365	55	6	4	32	230	46	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	512	101	152	365	55	6	4	32	230	46	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95
Lanes:	0.57	1.43	1.00	0.59	1.41	1.00	1.00	1.00	1.00	1.68	0.32	1.00
Final Sat.:	1026	2574	1800	1058	2542	1800	1700	1800	1800	2916	583	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.06	0.14	0.14	0.03	0.00	0.00	0.02	0.08	0.08	0.12
Crit Moves:		****							****			****
Green/Cycle:	0.55	0.55	0.89	0.55	0.55	0.55	0.05	0.05	0.05	0.34	0.34	0.34
Volume/Cap:	0.36	0.36	0.06	0.26	0.26	0.06	0.07	0.05	0.36	0.23	0.23	0.36
Delay/Veh:	12.8	12.8	0.6	11.9	11.9	10.5	45.7	45.5	48.6	23.6	23.6	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.8	0.6	11.9	11.9	10.5	45.7	45.5	48.6	23.6	23.6	25.1
LOS by Move:	B	B	A	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	6	6	0	4	4	1	0	0	1	3	3	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0800-0900												
Base Vol:	62	356	36	30	269	217	74	829	116	88	1143	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	356	36	30	269	217	74	829	116	88	1143	64
Added Vol:	0	24	17	0	0	1	0	15	4	4	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	380	53	30	269	218	74	844	120	92	1160	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:	62	380	53	30	269	218	74	844	120	92	1160	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	380	53	30	269	218	74	844	120	92	1160	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
FinalVolume:	62	380	53	30	269	218	74	844	120	92	1160	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.03	0.02	0.15	0.12	0.04	0.23	0.07	0.05	0.32	0.04
Crit Moves:		****					****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.48	0.48	0.11	0.53	0.53
Volume/Cap:	0.11	0.61	0.09	0.05	0.43	0.35	0.61	0.48	0.14	0.48	0.61	0.07
Delay/Veh:	22.4	29.1	22.2	21.9	25.8	24.8	54.2	17.6	14.3	43.6	17.2	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	29.1	22.2	21.9	25.8	24.8	54.2	17.6	14.3	43.6	17.2	11.7
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	1	11	1	1	7	5	4	9	2	4	13	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0800-0900												
Base Vol:	27	408	134	41	147	41	31	818	52	86	983	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	408	134	41	147	41	31	818	52	86	983	80
Added Vol:	0	41	9	0	8	0	0	6	1	2	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	449	143	41	155	41	31	824	53	88	988	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:	27	449	143	41	155	41	31	824	53	88	988	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	449	143	41	155	41	31	824	53	88	988	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
FinalVolume:	27	449	143	41	155	41	31	824	53	88	988	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.76	0.24	1.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1365	435	1700	1423	377	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.02	0.11	0.11	0.02	0.23	0.03	0.05	0.27	0.04
Crit Moves:		****					****				****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.03	0.36	0.36	0.08	0.42	0.42
Volume/Cap:	0.03	0.66	0.66	0.05	0.22	0.22	0.66	0.63	0.08	0.63	0.66	0.11
Delay/Veh:	12.9	20.7	20.7	13.0	14.3	14.3	78.1	27.5	21.1	53.7	24.7	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	20.7	20.7	13.0	14.3	14.3	78.1	27.5	21.1	53.7	24.7	18.0
LOS by Move:	B	C	C	B	B	B	E	C	C	D	C	B
HCM2kAvgQ:	0	15	15	1	4	4	2	12	1	4	14	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: 0745-0845												
Base Vol:	146	546	61	23	442	18	20	51	15	49	120	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	546	61	23	442	18	20	51	15	49	120	63
Added Vol:	0	27	-49	0	10	0	0	1	1	21	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	573	12	23	452	18	20	52	16	70	120	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:	146	573	12	23	452	18	20	52	16	70	120	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	573	12	23	452	18	20	52	16	70	120	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	573	12	23	452	18	20	52	16	70	120	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.96	0.04	1.00	1.92	0.08	1.00	1.53	0.47	1.00	1.28	0.72
Final Sat.:	1700	3526	74	1700	3462	138	1700	2753	847	1700	2298	1302
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.01	0.13	0.13	0.01	0.02	0.02	0.04	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.12	0.22	0.22	0.02	0.18	0.18	0.05	0.08	0.08	0.18	0.22	0.22
Delay/Veh:	4.1	4.5	4.5	3.8	4.3	4.3	29.8	30.0	30.0	30.9	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	4.5	4.5	3.8	4.3	4.3	29.8	30.0	30.0	30.9	31.1	31.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	2	2	1	1	1	2	3	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.8
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	2 1	0	2 0	3 1	0
Volume Module: 0745-0845												
Base Vol:	207	353	98	217	257	64	138	1171	112	121	1503	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	353	98	217	257	64	138	1171	112	121	1503	154
Added Vol:	14	21	11	4	8	34	-45	8	16	2	50	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	374	109	221	265	98	93	1179	128	123	1553	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	374	109	221	265	98	93	1179	128	123	1553	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	374	109	221	265	98	93	1179	128	123	1553	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	374	109	221	265	98	93	1179	128	123	1553	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.55	0.45	1.00	1.46	0.54	2.00	2.71	0.29	2.00	3.64	0.36
Final Sat.:	1700	2788	812	1700	2628	972	3200	4871	529	3200	6547	653
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.13	0.10	0.10	0.03	0.24	0.24	0.04	0.24	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.25	0.23	0.23	0.22	0.19	0.19	0.05	0.41	0.41	0.06	0.42	0.42
Volume/Cap:	0.52	0.59	0.59	0.59	0.52	0.52	0.56	0.59	0.59	0.59	0.56	0.56
Delay/Veh:	33.3	35.7	35.7	37.5	36.7	36.7	50.7	23.5	23.5	50.0	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	35.7	35.7	37.5	36.7	36.7	50.7	23.5	23.5	50.0	22.1	22.1
LOS by Move:	C	D	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	8	8	8	6	6	3	11	11	3	11	11

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: 0745-0845												
Base Vol:	3	461	3	74	326	86	107	3	8	4	13	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	461	3	74	326	86	107	3	8	4	13	124
Added Vol:	0	45	0	0	26	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	506	3	74	352	86	108	3	8	4	13	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	506	3	74	352	86	108	3	8	4	13	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	506	3	74	352	86	108	3	8	4	13	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	506	3	74	352	86	108	3	8	4	13	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.24	0.76	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1751	49	1800	424	1376	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.04	0.20	0.05	0.06	0.06	0.00	0.01	0.01	0.07
Crit Moves:		****										****
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.00	0.36	0.00	0.06	0.25	0.06	0.33	0.33	0.02	0.05	0.05	0.36
Delay/Veh:	2.6	3.8	2.6	2.8	3.4	2.8	35.6	35.6	33.1	33.3	33.3	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.6	3.8	2.6	2.8	3.4	2.8	35.6	35.6	33.1	33.3	33.3	36.0
LOS by Move:	A	A	A	A	A	A	D	D	C	C	C	D
HCM2kAvgQ:	0	5	0	1	3	1	3	3	0	0	0	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	1 0	0 0	1
Volume Module: 0700-0800												
Base Vol:	87	523	0	7	349	16	18	11	42	4	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	523	0	7	349	16	18	11	42	4	0	18
Added Vol:	1	6	0	0	18	7	34	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	529	0	7	367	23	52	11	46	4	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	529	0	7	367	23	52	11	46	4	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	529	0	7	367	23	52	11	46	4	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	529	0	7	367	23	52	11	46	4	0	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1486	314	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.00	0.20	0.01	0.04	0.04	0.03	0.00	0.00	0.01
Crit Moves:		****						****				
Green/Cycle:	0.86	0.86	0.00	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.00	0.10
Volume/Cap:	0.06	0.34	0.00	0.00	0.24	0.01	0.34	0.34	0.25	0.02	0.00	0.10
Delay/Veh:	1.1	1.6	0.0	1.0	1.3	1.0	42.9	42.9	42.1	40.5	0.0	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.1	1.6	0.0	1.0	1.3	1.0	42.9	42.9	42.1	40.5	0.0	40.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	A	D
HCM2kAvgQ:	0	4	0	0	2	0	2	2	2	0	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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: 0730-0830												
Base Vol:	3	0	12	0	0	0	0	1779	11	87	1225	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	12	0	0	0	0	1779	11	87	1225	0
Added Vol:	0	0	0	0	0	0	0	18	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	12	0	0	0	0	1797	11	87	1240	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	12	0	0	0	0	1797	11	87	1240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	12	0	0	0	0	1797	11	87	1240	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	12	0	0	0	0	1797	11	87	1240	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5367	33	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.33	0.33	0.05	0.34	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.80	0.80	0.12	0.92	0.00
Volume/Cap:	0.11	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.42	0.42	0.37	0.00
Delay/Veh:	50.3	0.0	58.3	0.0	0.0	0.0	0.0	3.0	3.0	41.9	0.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	0.0	58.3	0.0	0.0	0.0	0.0	3.0	3.0	41.9	0.5	0.0
LOS by Move:	D	A	E	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	6	6	3	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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: 0745-0845												
Base Vol:	135	27	222	2	8	8	17	1518	102	110	958	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	27	222	2	8	8	17	1518	102	110	958	7
Added Vol:	0	0	0	0	0	0	0	-21	0	0	85	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	27	222	2	8	8	17	1497	102	110	1043	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	27	222	2	8	8	17	1497	102	110	1043	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	27	222	2	8	8	17	1497	102	110	1043	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
FinalVolume:	135	27	222	2	8	8	17	1497	102	110	1043	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.83	0.17	1.00	1.00	0.50	0.50	2.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1500	300	1800	1700	900	900	3200	5056	344	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.12	0.00	0.01	0.01	0.01	0.30	0.30	0.06	0.19	0.00
Crit Moves:		****						****		****		
Green/Cycle:	0.19	0.19	0.32	0.19	0.19	0.19	0.02	0.62	0.62	0.13	0.73	0.73
Volume/Cap:	0.48	0.48	0.38	0.01	0.05	0.05	0.26	0.48	0.48	0.48	0.26	0.01
Delay/Veh:	36.7	36.7	26.4	33.0	33.3	33.3	50.5	10.5	10.5	41.6	4.5	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	36.7	26.4	33.0	33.3	33.3	50.5	10.5	10.5	41.6	4.5	3.6
LOS by Move:	D	D	C	C	C	C	D	B	B	D	A	A
HCM2kAvgQ:	5	5	6	0	0	0	1	9	9	4	4	0

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	0 1		1 0 2	0 1		1 0 2	0 1	
Volume Module: 0730-0830												
Base Vol:	8	224	132	122	117	58	122	664	6	35	631	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	224	132	122	117	58	122	664	6	35	631	93
Added Vol:	0	0	0	0	0	0	0	32	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	224	132	122	117	58	122	696	6	35	644	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	224	132	122	117	58	122	696	6	35	644	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	224	132	122	117	58	122	696	6	35	644	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	224	132	122	117	58	122	696	6	35	644	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.03	0.97	1.00	0.51	0.49	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	62	1738	1800	919	881	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.13	0.13	0.03	0.07	0.19	0.00	0.02	0.18	0.05
Crit Moves:					****			****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.33	0.33	0.19	0.34	0.34	0.08	0.13	0.34	0.01	0.04	0.31	0.09
Delay/Veh:	21.6	21.6	20.2	21.7	21.7	19.2	10.1	11.6	9.3	9.5	11.4	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	20.2	21.7	21.7	19.2	10.1	11.6	9.3	9.5	11.4	9.8
LOS by Move:	C	C	C	C	C	B	B	B	A	A	B	A
HCM2kAvgQ:	5	5	3	5	5	1	2	6	0	1	5	1

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	430	128	110	9	3	0	53	1093	266	68	839	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	128	110	9	3	0	53	1093	266	68	839	75
Added Vol:	0	0	4	0	0	0	0	14	0	3	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	430	128	114	9	3	0	53	1107	266	71	860	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:	430	128	114	9	3	0	53	1107	266	71	860	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	128	114	9	3	0	53	1107	266	71	860	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	128	114	9	3	0	53	1107	266	71	860	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.55	0.31	1.14	1.00	1.00	0.00	1.00	2.42	0.58	1.00	2.00	1.00
Final Sat.:	2684	565	2051	1700	1800	0	1700	4354	1046	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.06	0.01	0.00	0.00	0.03	0.25	0.25	0.04	0.24	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.39	0.39	0.39	0.01	0.01	0.00	0.06	0.43	0.43	0.07	0.45	0.45
Volume/Cap:	0.41	0.59	0.14	0.59	0.18	0.00	0.54	0.59	0.59	0.59	0.54	0.09
Delay/Veh:	22.6	25.1	19.9	96.9	54.6	0.0	51.4	21.9	21.9	52.3	20.5	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	25.1	19.9	96.9	54.6	0.0	51.4	21.9	21.9	52.3	20.5	16.0
LOS by Move:	C	C	B	F	D	A	D	C	C	D	C	B
HCM2kAvgQ:	7	11	2	1	0	0	3	12	12	3	10	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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: 0745-0845												
Base Vol:	104	316	223	73	302	70	104	656	79	265	611	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	316	223	73	302	70	104	656	79	265	611	53
Added Vol:	1	0	0	1	0	0	0	6	0	0	95	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	316	223	74	302	70	104	662	79	265	706	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:	105	316	223	74	302	70	104	662	79	265	706	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	316	223	74	302	70	104	662	79	265	706	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
FinalVolume:	105	316	223	74	302	70	104	662	79	265	706	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.12	0.04	0.08	0.04	0.06	0.18	0.04	0.16	0.20	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.32	0.32	0.60	0.32	0.32	0.32	0.15	0.34	0.34	0.28	0.47	0.47
Volume/Cap:	0.19	0.55	0.20	0.14	0.26	0.12	0.42	0.55	0.13	0.55	0.42	0.06
Delay/Veh:	24.8	29.1	9.0	24.3	25.3	24.1	39.8	27.6	23.2	31.7	17.5	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	29.1	9.0	24.3	25.3	24.1	39.8	27.6	23.2	31.7	17.5	14.4
LOS by Move:	C	C	A	C	C	C	D	C	C	C	B	B
HCM2kAvgQ:	3	9	3	2	4	2	4	9	2	8	7	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 58 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 0745-0845												
Base Vol:	505	688	127	19	346	40	59	677	234	180	868	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	688	127	19	346	40	59	677	234	180	868	71
Added Vol:	25	1	10	0	0	0	0	4	5	2	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	689	137	19	346	40	59	681	239	182	903	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:	530	689	137	19	346	40	59	681	239	182	903	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	689	137	19	346	40	59	681	239	182	903	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	689	137	19	346	40	59	681	239	182	903	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3003	597	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.23	0.01	0.10	0.02	0.03	0.19	0.13	0.11	0.25	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.41	0.52	0.52	0.03	0.13	0.13	0.05	0.25	0.25	0.14	0.34	0.34
Volume/Cap:	0.75	0.45	0.45	0.45	0.75	0.17	0.73	0.75	0.53	0.75	0.73	0.11
Delay/Veh:	34.7	18.4	18.4	64.9	57.5	47.1	84.2	45.2	40.0	62.1	36.6	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	18.4	18.4	64.9	57.5	47.1	84.2	45.2	40.0	62.1	36.6	26.9
LOS by Move:	C	B	B	E	E	D	F	D	D	E	D	C
HCM2kAvgQ:	20	10	10	1	8	1	4	14	8	9	16	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0745-0845												
Base Vol:	277	1157	48	56	665	36	61	35	158	22	83	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1157	48	56	665	36	61	35	158	22	83	38
Added Vol:	0	25	0	2	6	0	0	0	0	1	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	1182	48	58	671	36	61	35	158	23	83	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:	277	1182	48	58	671	36	61	35	158	23	83	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1182	48	58	671	36	61	35	158	23	83	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
FinalVolume:	277	1182	48	58	671	36	61	35	158	23	83	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	0.64	0.36	1.00	0.22	0.78	1.00
Final Sat.:	1700	3460	140	1700	3600	1800	1144	656	1800	391	1409	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.03	0.19	0.02	0.05	0.05	0.09	0.06	0.06	0.03
Crit Moves:		****							****			
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.20	0.20	0.20	0.20	0.20	0.20
Volume/Cap:	0.21	0.45	0.45	0.04	0.24	0.03	0.27	0.27	0.45	0.30	0.30	0.14
Delay/Veh:	3.4	4.4	4.4	2.9	3.5	2.9	34.5	34.5	36.3	34.8	34.8	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	4.4	4.4	2.9	3.5	2.9	34.5	34.5	36.3	34.8	34.8	33.4
LOS by Move:	A	A	A	A	A	A	C	C	D	C	C	C
HCM2kAvgQ:	3	7	7	0	3	0	3	3	5	3	3	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.427
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: 0745-0845												
Base Vol:	31	1225	7	18	707	29	94	56	43	13	50	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1225	7	18	707	29	94	56	43	13	50	118
Added Vol:	0	8	0	0	4	3	17	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1233	7	18	711	32	111	56	45	13	50	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:	31	1233	7	18	711	32	111	56	45	13	50	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1233	7	18	711	32	111	56	45	13	50	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
FinalVolume:	31	1233	7	18	711	32	111	56	45	13	50	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.00	1.00	0.21	0.79	1.00
Final Sat.:	1700	3580	20	1700	3445	155	1700	1800	1800	371	1429	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.21	0.21	0.07	0.03	0.03	0.04	0.04	0.07
Crit Moves:		****										****
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.02	0.43	0.43	0.01	0.26	0.26	0.43	0.20	0.16	0.23	0.23	0.43
Delay/Veh:	1.9	3.0	3.0	1.9	2.4	2.4	39.4	37.3	37.0	37.6	37.6	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.9	3.0	3.0	1.9	2.4	2.4	39.4	37.3	37.0	37.6	37.6	39.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	0	3	3	4	2	1	2	2	4

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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: 0700-0800												
Base Vol:	13	1146	107	27	740	4	11	31	9	151	17	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1146	107	27	740	4	11	31	9	151	17	38
Added Vol:	0	2	0	2	4	0	0	0	0	1	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1148	107	29	744	4	11	31	9	152	17	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:	13	1148	107	29	744	4	11	31	9	152	17	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1148	107	29	744	4	11	31	9	152	17	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
FinalVolume:	13	1148	107	29	744	4	11	31	9	152	17	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.26	0.74	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3581	19	471	1329	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.06	0.02	0.21	0.21	0.02	0.02	0.01	0.09	0.01	0.02
Crit Moves:		****								****		
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.01	0.43	0.08	0.02	0.28	0.28	0.11	0.11	0.02	0.43	0.04	0.12
Delay/Veh:	3.2	4.7	3.4	3.2	4.0	4.0	32.1	32.1	31.4	35.1	31.5	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	4.7	3.4	3.2	4.0	4.0	32.1	32.1	31.4	35.1	31.5	32.1
LOS by Move:	A	A	A	A	A	A	C	C	C	D	C	C
HCM2kAvgQ:	0	7	1	0	4	4	1	1	0	5	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
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:	1	0	0	0 1	0	0	1!	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module: 0730-0830																
Base Vol:	526	0	199		0	0	0		0	1350	221		140	1196	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	526	0	199		0	0	0		0	1350	221		140	1196	0	
Added Vol:	4	0	0		1	0	2		0	43	-5		0	-47	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	530	0	199		1	0	2		0	1393	216		140	1149	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	530	0	199		1	0	2		0	1393	216		140	1149	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	530	0	199		1	0	2		0	1393	216		140	1149	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	530	0	199		1	0	2		0	1393	216		140	1149	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.95	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.33	0.00	0.67		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1700	0	1800		600	0	1200		0	3600	1800		1700	3600	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.11		0.00	0.00	0.00		0.00	0.39	0.12		0.08	0.32	0.00	
Crit Moves:	****				****					****						
Green/Cycle:	0.43	0.00	0.43		0.00	0.00	0.00		0.00	0.53	0.53		0.53	0.53	0.00	
Volume/Cap:	0.73	0.00	0.26		0.73	0.00	0.73		0.00	0.73	0.23		0.16	0.60	0.00	
Delay/Veh:	27.6	0.0	18.6		284.4	0.0	284.4		0.0	19.4	12.7		12.1	16.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	27.6	0.0	18.6		284.4	0.0	284.4		0.0	19.4	12.7		12.1	16.7	0.0	
LOS by Move:	C	A	B		F	A	F		A	B	B		B	B	A	
HCM2kAvgQ:	16	0	4		1	0	1		0	18	4		2	13	0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1
Volume Module: 0745-0845																
Base Vol:	375	787	287		270	955	170		196	888	309		198	712	258	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	375	787	287		270	955	170		196	888	309		198	712	258	
Added Vol:	34	0	0		0	0	0		0	-18	10		0	25	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	409	787	287		270	955	170		196	870	319		198	737	258	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	787	287		270	955	170		196	870	319		198	737	258	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	409	787	287		270	955	170		196	870	319		198	737	258	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	409	787	287		270	955	170		196	870	319		198	737	258	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	3600	1800		3200	3600	1800		3200	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.22	0.16		0.08	0.27	0.09		0.06	0.24	0.18		0.12	0.20	0.14	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.16	0.35	0.35		0.14	0.33	0.33		0.10	0.30	0.30		0.14	0.34	0.34	
Volume/Cap:	0.80	0.62	0.45		0.62	0.80	0.29		0.60	0.80	0.59		0.80	0.60	0.42	
Delay/Veh:	57.8	33.2	30.5		51.7	40.8	30.0		54.5	43.2	37.4		67.0	33.4	30.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	57.8	33.2	30.5		51.7	40.8	30.0		54.5	43.2	37.4		67.0	33.4	30.7	
LOS by Move:	E	C	C		D	D	C		D	D	D		E	C	C	
HCM2kAvgQ:	11	13	9		7	19	5		5	17	11		10	12	8	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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: 0745-0845												
Base Vol:	50	973	512	305	1045	18	76	1456	83	342	1005	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	973	512	305	1045	18	76	1456	83	342	1005	184
Added Vol:	2	34	2	0	9	0	0	11	1	1	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1007	514	305	1054	18	76	1467	84	343	1022	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:	52	1007	514	305	1054	18	76	1467	84	343	1022	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1007	514	305	1054	18	76	1467	84	343	1022	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
FinalVolume:	52	1007	514	305	1054	18	76	1467	84	343	1022	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	3600	1800	1700	5108	292	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.29	0.18	0.29	0.01	0.04	0.29	0.29	0.11	0.28	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.23	0.36	0.22	0.41	0.41	0.07	0.35	0.35	0.13	0.42	0.42
Volume/Cap:	0.72	0.81	0.79	0.81	0.72	0.02	0.68	0.81	0.81	0.81	0.68	0.24
Delay/Veh:	86.2	48.1	40.9	57.3	31.6	21.3	70.3	38.1	38.1	62.3	29.6	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	48.1	40.9	57.3	31.6	21.3	70.3	38.1	38.1	62.3	29.6	22.8
LOS by Move:	F	D	D	E	C	C	E	D	D	E	C	C
HCM2kAvgQ:	4	15	19	14	18	0	4	20	20	10	17	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.9
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: 0730-0830												
Base Vol:	44	1430	148	178	1262	93	253	431	8	296	444	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1430	148	178	1262	93	253	431	8	296	444	176
Added Vol:	0	34	0	0	11	0	0	0	0	1	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1464	148	178	1273	93	253	431	8	297	445	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:	44	1464	148	178	1273	93	253	431	8	297	445	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1464	148	178	1273	93	253	431	8	297	445	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1464	148	178	1273	93	253	431	8	297	445	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3534	66	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.41	0.08	0.10	0.35	0.05	0.15	0.12	0.12	0.17	0.12	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.04	0.46	0.46	0.12	0.54	0.54	0.18	0.14	0.14	0.20	0.15	0.15
Volume/Cap:	0.65	0.88	0.18	0.88	0.65	0.10	0.81	0.88	0.88	0.88	0.81	0.64
Delay/Veh:	67.8	30.0	15.8	75.7	17.0	11.1	53.3	58.4	58.4	60.9	49.5	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.8	30.0	15.8	75.7	17.0	11.1	53.3	58.4	58.4	60.9	49.5	44.8
LOS by Move:	E	C	B	E	B	B	D	E	E	E	D	D
HCM2kAvgQ:	3	25	3	9	15	1	11	10	10	13	9	6

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 1 0			2 0 2 0 1		
Volume Module:0745-0845												
Base Vol:	57	1058	552	197	1438	147	196	1071	36	484	581	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1058	552	197	1438	147	196	1071	36	484	581	148
Added Vol:	0	33	1	2	11	1	1	16	0	1	15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1091	553	199	1449	148	197	1087	36	485	596	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1091	553	199	1449	148	197	1087	36	485	596	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1091	553	199	1449	148	197	1087	36	485	596	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1091	553	199	1449	148	197	1087	36	485	596	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.90	0.10	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	5227	173	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.31	0.12	0.27	0.08	0.12	0.21	0.21	0.15	0.17	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.28	0.49	0.16	0.39	0.39	0.20	0.29	0.29	0.21	0.29	0.29
Volume/Cap:	0.69	0.73	0.63	0.73	0.69	0.21	0.57	0.73	0.73	0.73	0.57	0.28
Delay/Veh:	77.8	41.0	24.4	57.2	31.5	24.5	45.3	40.4	40.4	48.3	36.9	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	41.0	24.4	57.2	31.5	24.5	45.3	40.4	40.4	48.3	36.9	33.2
LOS by Move:	E	D	C	E	C	C	D	D	D	D	D	C
HCM2kAvgQ:	4	14	16	9	16	4	8	14	14	11	10	4

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.8
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 3 0 1			2 0 2 0 1			2 0 3 0 1		
Volume Module:0730-0830												
Base Vol:	593	1249	23	235	907	422	507	558	140	12	506	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	593	1249	23	235	907	422	507	558	140	12	506	69
Added Vol:	0	8	1	1	11	0	0	3	0	0	3	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	593	1257	24	236	918	422	507	561	140	12	509	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	593	1257	24	236	918	422	507	561	140	12	509	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	593	1257	24	236	918	422	507	561	140	12	509	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	593	1257	24	236	918	422	507	561	140	12	509	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.01	0.07	0.17	0.23	0.16	0.16	0.08	0.00	0.09	0.05
Crit Moves:	****					****	****				****	
Green/Cycle:	0.26	0.44	0.44	0.14	0.33	0.33	0.22	0.34	0.34	0.01	0.13	0.13
Volume/Cap:	0.72	0.53	0.03	0.53	0.52	0.72	0.72	0.46	0.23	0.46	0.72	0.40
Delay/Veh:	43.8	24.5	18.9	49.1	33.2	40.0	47.0	31.0	28.3	71.2	53.7	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	24.5	18.9	49.1	33.2	40.0	47.0	31.0	28.3	71.2	53.7	49.0
LOS by Move:	D	C	B	D	C	D	D	C	C	E	D	D
HCM2kAvgQ:	13	12	1	5	10	15	12	9	4	1	8	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.8
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 0715-0815												
Base Vol:	89	725	172	289	450	135	107	558	16	70	695	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	725	172	289	450	135	107	558	16	70	695	172
Added Vol:	0	0	0	0	0	0	0	14	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	725	172	289	450	135	107	572	16	70	714	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:	89	725	172	289	450	135	107	572	16	70	714	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	725	172	289	450	135	107	572	16	70	714	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
FinalVolume:	89	725	172	289	450	135	107	572	16	70	714	172
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2769	831	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.10	0.17	0.16	0.16	0.06	0.16	0.01	0.04	0.20	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.29	0.29	0.25	0.41	0.41	0.09	0.30	0.30	0.08	0.29	0.29
Volume/Cap:	0.40	0.69	0.33	0.69	0.40	0.40	0.69	0.53	0.03	0.53	0.69	0.33
Delay/Veh:	41.0	33.2	28.0	38.9	21.1	21.1	56.2	29.5	24.6	48.2	33.5	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	33.2	28.0	38.9	21.1	21.1	56.2	29.5	24.6	48.2	33.5	28.4
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	3	11	4	10	7	7	5	8	0	3	11	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 0800-0900												
Base Vol:	13	33	20	231	25	77	105	773	5	12	1059	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	33	20	231	25	77	105	773	5	12	1059	127
Added Vol:	0	0	0	0	0	0	0	14	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	33	20	231	25	77	105	787	5	12	1096	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:	13	33	20	231	25	77	105	787	5	12	1096	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	33	20	231	25	77	105	787	5	12	1096	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
FinalVolume:	13	33	20	231	25	77	105	787	5	12	1096	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.20	0.50	0.30	0.90	0.10	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	355	900	545	1624	176	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.04	0.06	0.22	0.00	0.01	0.30	0.07
Crit Moves:			****		****						****	
Green/Cycle:	0.07	0.07	0.07	0.28	0.28	0.28	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.51	0.51	0.51	0.51	0.51	0.15	0.10	0.37	0.00	0.01	0.51	0.12
Delay/Veh:	48.3	48.3	48.3	31.4	31.4	27.5	8.9	10.8	8.3	8.4	12.2	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	48.3	48.3	31.4	31.4	27.5	8.9	10.8	8.3	8.4	12.2	9.0
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	3	3	3	7	7	2	2	7	0	0	10	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module:	0800-0900																							
Base Vol:	117		72		109		24		47		21		31		1226		66		113		1561		25	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	117		72		109		24		47		21		31		1226		66		113		1561		25	
Added Vol:	0		0		0		0		0		0		0		11		0		0		11		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	117		72		109		24		47		21		31		1237		66		113		1572		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:	117		72		109		24		47		21		31		1237		66		113		1572		25	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	117		72		109		24		47		21		31		1237		66		113		1572		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	
FinalVolume:	117		72		109		24		47		21		31		1237		66		113		1572		25	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		2.85		0.15		1.00		2.95		0.05	
Final Sat.:	1700		1800		1800		1700		1800		1800		1700		5126		274		1700		5315		85	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.04		0.06		0.01		0.03		0.01		0.02		0.24		0.24		0.07		0.30		0.30	
Crit Moves:	****																				****			
Green/Cycle:	0.18		0.18		0.18		0.18		0.18		0.18		0.78		0.78		0.78		0.78		0.78		0.78	
Volume/Cap:	0.38		0.22		0.33		0.08		0.14		0.06		0.02		0.31		0.31		0.09		0.38		0.38	
Delay/Veh:	36.8		35.3		36.3		34.1		34.6		34.0		2.5		3.3		3.3		2.6		3.5		3.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	36.8		35.3		36.3		34.1		34.6		34.0		2.5		3.3		3.3		2.6		3.5		3.5	
LOS by Move:	D		D		D		C		C		C		A		A		A		A		A		A	
HCM2kAvgQ:	4		2		3		1		1		1		0		4		4		1		6		6	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	0	1		1	0	2	0	1		1	0	1	1	0	
Volume Module:	0745-0845																							
Base Vol:	42		34		81		18		24		2		17		1347		44		55		1191		15	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	42		34		81		18		24		2		17		1347		44		55		1191		15	
Added Vol:	0		0		0		4		0		1		0		17		0		0		14		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	42		34		81		22		24		3		17		1364		44		55		1205		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:	42		34		81		22		24		3		17		1364		44		55		1205		15	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	42		34		81		22		24		3		17		1364		44		55		1205		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	
FinalVolume:	42		34		81		22		24		3		17		1364		44		55		1205		15	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.95		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		1.00		1.00		0.48		0.52		1.00		1.00		2.00		1.00		1.00		1.98		0.02	
Final Sat.:	1700		1800		1800		861		939		1800		1700		3600		1800		1700		3556		44	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.02		0.05		0.03		0.03		0.00		0.01		0.38		0.02		0.03		0.34		0.34	
Crit Moves:					****										****									
Green/Cycle:	0.10		0.10		0.10		0.10		0.10		0.10		0.86		0.86		0.86		0.86		0.86		0.86	
Volume/Cap:	0.24		0.19		0.44		0.25		0.25		0.02		0.01		0.44		0.03		0.04		0.39		0.39	
Delay/Veh:	42.1		41.6		43.9		42.1		42.1		40.4		1.0		1.7		1.0		1.1		1.6		1.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	42.1		41.6		43.9		42.1		42.1		40.4		1.0		1.7		1.0		1.1		1.6		1.6	
LOS by Move:	D		D		D		D		D		D		A		A		A		A		A		A	
HCM2kAvgQ:	2		1		3		2		2		0		0		5		0		0		4		4	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			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: 0730-0830												
Base Vol:	173	503	34	277	513	176	101	574	62	68	810	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	503	34	277	513	176	101	574	62	68	810	164
Added Vol:	0	0	6	0	0	0	0	12	5	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	503	40	277	513	176	101	586	67	68	811	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:	173	503	40	277	513	176	101	586	67	68	811	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	503	40	277	513	176	101	586	67	68	811	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
FinalVolume:	173	503	40	277	513	176	101	586	67	68	811	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3335	265	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.16	0.14	0.10	0.06	0.16	0.04	0.04	0.23	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.23	0.23	0.25	0.28	0.28	0.09	0.35	0.35	0.09	0.35	0.35
Volume/Cap:	0.51	0.65	0.65	0.65	0.51	0.35	0.65	0.46	0.11	0.46	0.65	0.26
Delay/Veh:	36.8	36.6	36.6	37.1	30.5	29.0	53.3	25.4	21.9	45.8	28.8	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	36.6	36.6	37.1	30.5	29.0	53.3	25.4	21.9	45.8	28.8	23.7
LOS by Move:	D	D	D	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	9	9	9	7	5	5	8	1	3	12	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: 0730-0830												
Base Vol:	99	510	59	44	540	39	51	121	94	90	202	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	510	59	44	540	39	51	121	94	90	202	117
Added Vol:	-21	6	0	0	6	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	516	59	44	546	39	51	121	103	90	202	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:	78	516	59	44	546	39	51	121	103	90	202	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	516	59	44	546	39	51	121	103	90	202	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
FinalVolume:	78	516	59	44	546	39	51	121	103	90	202	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.26	1.74	1.00	0.15	1.85	1.00	0.30	0.70	1.00	0.31	0.69	1.00
Final Sat.:	473	3127	1800	268	3332	1800	534	1266	1800	555	1245	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.03	0.16	0.16	0.02	0.10	0.10	0.06	0.16	0.16	0.07
Crit Moves:		****									****	
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.34	0.34	0.07	0.34	0.34	0.04	0.20	0.20	0.12	0.34	0.34	0.14
Delay/Veh:	16.1	16.1	13.8	16.0	16.0	13.6	15.3	15.3	14.6	16.6	16.6	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	16.1	13.8	16.0	16.0	13.6	15.3	15.3	14.6	16.6	16.6	14.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	6	6	1	6	6	1	3	3	2	6	6	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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:0730-0830												
Base Vol:	43	378	96	160	450	33	44	1111	42	218	1425	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	378	96	160	450	33	44	1111	42	218	1425	87
Added Vol:	1	0	1	4	11	0	0	8	2	0	5	-16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	378	97	164	461	33	44	1119	44	218	1430	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:	44	378	97	164	461	33	44	1119	44	218	1430	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	378	97	164	461	33	44	1119	44	218	1430	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	378	97	164	461	33	44	1119	44	218	1430	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.89	0.11	1.00	2.86	0.14
Final Sat.:	1700	3600	1800	1700	3360	240	1700	5196	204	1700	5145	255
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.05	0.10	0.14	0.14	0.03	0.22	0.22	0.13	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.18	0.18	0.16	0.29	0.29	0.05	0.36	0.36	0.22	0.53	0.53
Volume/Cap:	0.48	0.59	0.30	0.59	0.48	0.48	0.52	0.59	0.59	0.59	0.52	0.52
Delay/Veh:	49.9	39.3	36.3	42.2	29.9	29.9	52.3	26.3	26.3	37.8	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	39.3	36.3	42.2	29.9	29.9	52.3	26.3	26.3	37.8	15.4	15.4
LOS by Move:	D	D	D	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	2	6	3	6	7	7	2	11	11	7	11	11

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.0
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:0730-0830												
Base Vol:	90	325	100	109	724	89	63	261	77	227	455	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	325	100	109	724	89	63	261	77	227	455	121
Added Vol:	0	1	0	7	6	0	1	7	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	326	100	116	730	89	64	268	77	227	460	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:	90	326	100	116	730	89	64	268	77	227	460	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	326	100	116	730	89	64	268	77	227	460	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
FinalVolume:	90	326	100	116	730	89	64	268	77	227	460	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.53	0.47	1.00	1.78	0.22	1.00	1.55	0.45	1.00	1.58	0.42
Final Sat.:	1700	2755	845	1700	3209	391	1700	2797	803	1700	2850	750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.07	0.23	0.23	0.04	0.10	0.10	0.13	0.16	0.16
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.09	0.21	0.21	0.12	0.41	0.41	0.09	0.24	0.24	0.34	0.41	0.41
Delay/Veh:	10.2	11.0	11.0	10.4	12.6	12.6	18.9	20.1	20.1	21.2	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	11.0	11.0	10.4	12.6	12.6	18.9	20.1	20.1	21.2	21.8	21.8
LOS by Move:	B	B	B	B	B	B	B	C	C	C	C	C
HCM2kAvgQ:	1	3	3	2	7	7	1	4	4	5	7	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 29.2
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	2 0	1	1 0	1 1	0	1 0	3 0	1	1 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	109	333	127	110	632	259	82	1497	196	120	972	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	333	127	110	632	259	82	1497	196	120	972	45
Added Vol:	0	1	0	6	0	2	2	10	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	334	127	116	632	261	84	1507	196	120	980	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:	109	334	127	116	632	261	84	1507	196	120	980	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	334	127	116	632	261	84	1507	196	120	980	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
FinalVolume:	109	334	127	116	632	261	84	1507	196	120	980	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.42	0.58	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2548	1052	1700	5400	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.07	0.07	0.25	0.25	0.05	0.28	0.11	0.07	0.27	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.23	0.23	0.17	0.35	0.35	0.08	0.40	0.40	0.10	0.42	0.42
Volume/Cap:	0.70	0.40	0.30	0.40	0.70	0.70	0.65	0.70	0.27	0.70	0.65	0.06
Delay/Veh:	60.3	32.9	32.2	37.9	29.6	29.6	55.6	26.2	20.6	55.9	24.0	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	32.9	32.2	37.9	29.6	29.6	55.6	26.2	20.6	55.9	24.0	17.2
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	B
HCM2kAvgQ:	3	5	4	4	13	13	4	14	4	5	13	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 1.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 0745-0845												
Base Vol:	0	703	311	67	870	0	0	0	0	22	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	703	311	67	870	0	0	0	0	22	0	15
Added Vol:	0	1	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	704	311	67	870	0	0	0	0	22	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:	0	704	311	67	870	0	0	0	0	22	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	704	311	67	870	0	0	0	0	22	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
FinalVolume:	0	704	311	67	870	0	0	0	0	22	0	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.17	0.04	0.24	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:					****					****		
Green/Cycle:	0.00	0.89	0.89	0.89	0.89	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Volume/Cap:	0.00	0.22	0.19	0.04	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.17
Delay/Veh:	0.0	0.8	0.8	0.6	0.8	0.0	0.0	0.0	0.0	47.7	0.0	46.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.8	0.6	0.8	0.0	0.0	0.0	0.0	47.7	0.0	46.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	2	1	0	2	0	0	0	0	1	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	2 0	1	1 0	2 0	1
Volume Module:0730-0830												
Base Vol:	75	583	150	103	596	165	276	165	121	68	646	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	583	150	103	596	165	276	165	121	68	646	63
Added Vol:	2	1	2	0	0	0	0	5	1	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	584	152	103	596	165	276	170	122	69	650	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:	77	584	152	103	596	165	276	170	122	69	650	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	584	152	103	596	165	276	170	122	69	650	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
FinalVolume:	77	584	152	103	596	165	276	170	122	69	650	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.57	0.43	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2819	781	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.08	0.06	0.21	0.21	0.09	0.05	0.07	0.04	0.18	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.17	0.32	0.32	0.19	0.35	0.35
Volume/Cap:	0.11	0.40	0.21	0.15	0.52	0.52	0.52	0.15	0.21	0.21	0.52	0.10
Delay/Veh:	18.5	21.2	19.4	18.8	22.7	22.7	39.0	24.3	24.9	34.3	26.4	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	21.2	19.4	18.8	22.7	22.7	39.0	24.3	24.9	34.3	26.4	22.1
LOS by Move:	B	C	B	B	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	7	3	2	9	9	5	2	3	2	9	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.246
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:0800-0900												
Base Vol:	73	656	64	113	199	97	24	17	16	28	67	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	656	64	113	199	97	24	17	16	28	67	33
Added Vol:	0	5	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	661	64	113	200	97	24	17	16	28	67	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:	73	661	64	113	200	97	24	17	16	28	67	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	661	64	113	200	97	24	17	16	28	67	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
FinalVolume:	73	661	64	113	200	97	24	17	16	28	67	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.59	0.41	1.00	0.29	0.71	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1054	746	1800	531	1269	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.04	0.07	0.06	0.05	0.02	0.02	0.01	0.05	0.05	0.02
Crit Moves:		****									****	
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.06	0.25	0.05	0.09	0.07	0.07	0.11	0.11	0.04	0.25	0.25	0.09
Delay/Veh:	3.4	4.0	3.4	3.5	3.4	3.4	31.7	31.7	31.2	32.9	32.9	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	4.0	3.4	3.5	3.4	3.4	31.7	31.7	31.2	32.9	32.9	31.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	1	1	1	1	1	1	0	3	3	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 19 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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: 0730-0830												
Base Vol:	69	0	249	0	0	0	0	863	116	186	636	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	0	249	0	0	0	0	863	116	186	636	0
Added Vol:	0	0	1	0	0	0	0	8	0	1	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	0	250	0	0	0	0	871	116	187	647	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	250	0	0	0	0	871	116	187	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	0	250	0	0	0	0	871	116	187	647	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	0	250	0	0	0	0	871	116	187	647	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.14	0.00	0.00	0.00	0.00	0.24	0.06	0.11	0.18	0.00
Crit Moves:			****					****				
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.00	0.61	0.61	0.61	0.61	0.00
Volume/Cap:	0.12	0.00	0.40	0.00	0.00	0.00	0.00	0.40	0.11	0.18	0.29	0.00
Delay/Veh:	22.1	0.0	24.9	0.0	0.0	0.0	0.0	10.2	8.2	8.6	9.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	0.0	24.9	0.0	0.0	0.0	0.0	10.2	8.2	8.6	9.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	6	0	0	0	0	7	2	3	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.5
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: 0715-0815												
Base Vol:	0	0	0	54	0	121	99	1151	0	0	1020	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	54	0	121	99	1151	0	0	1020	33
Added Vol:	0	0	0	0	0	0	0	20	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	54	0	121	99	1171	0	0	1044	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	54	0	121	99	1171	0	0	1044	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	121	99	1171	0	0	1044	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
FinalVolume:	0	0	0	54	0	121	99	1171	0	0	1044	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.07	0.06	0.33	0.00	0.00	0.29	0.02
Crit Moves:						****		****				
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.80	0.80	0.00	0.00	0.80	0.80
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.41	0.07	0.41	0.00	0.00	0.36	0.02
Delay/Veh:	0.0	0.0	0.0	36.4	0.0	38.3	2.2	3.2	0.0	0.0	3.0	2.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.4	0.0	38.3	2.2	3.2	0.0	0.0	3.0	2.1
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	4	1	6	0	0	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 21 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			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: 0730-0830												
Base Vol:	72	9	8	50	11	100	111	1159	143	18	1072	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	9	8	50	11	100	111	1159	143	18	1072	33
Added Vol:	0	0	0	2	0	1	1	15	0	0	18	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	9	8	52	11	101	112	1174	143	18	1090	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	9	8	52	11	101	112	1174	143	18	1090	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	9	8	52	11	101	112	1174	143	18	1090	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
FinalVolume:	72	9	8	52	11	101	112	1174	143	18	1090	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.00	0.03	0.01	0.06	0.07	0.22	0.08	0.01	0.20	0.02
Crit Moves:						****	****				****	
Green/Cycle:	0.16	0.16	0.16	0.16	0.16	0.16	0.19	0.76	0.76	0.02	0.59	0.59
Volume/Cap:	0.26	0.03	0.03	0.19	0.04	0.34	0.34	0.29	0.10	0.29	0.34	0.03
Delay/Veh:	37.1	35.3	35.2	36.5	35.3	37.8	35.7	3.8	3.2	50.9	10.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	35.3	35.2	36.5	35.3	37.8	35.7	3.8	3.2	50.9	10.8	8.8
LOS by Move:	D	D	D	D	D	D	D	A	A	D	B	A
HCM2kAvgQ:	2	0	0	2	0	3	4	4	1	1	6	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.5
Optimal Cycle: 104 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module: 0730-0830												
Base Vol:	108	936	302	325	847	83	109	1200	155	417	1444	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	936	302	325	847	83	109	1200	155	417	1444	369
Added Vol:	-8	9	2	0	12	0	0	12	1	2	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	945	304	325	859	83	109	1212	156	419	1443	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	945	304	325	859	83	109	1212	156	419	1443	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	945	304	325	859	83	109	1212	156	419	1443	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	945	304	325	859	83	109	1212	156	419	1443	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.39	0.61
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5400	1800	1700	4300	1100
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.17	0.10	0.24	0.05	0.06	0.22	0.09	0.25	0.34	0.34
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.29	0.29	0.11	0.33	0.33	0.08	0.25	0.25	0.28	0.44	0.44
Volume/Cap:	0.73	0.89	0.58	0.89	0.73	0.14	0.76	0.89	0.35	0.89	0.76	0.76
Delay/Veh:	72.0	50.6	37.6	75.9	38.1	28.6	74.4	51.4	37.3	61.1	29.6	29.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	50.6	37.6	75.9	38.1	28.6	74.4	51.4	37.3	61.1	29.6	29.6
LOS by Move:	E	D	D	E	D	C	E	D	D	E	C	C
HCM2kAvgQ:	6	21	10	10	16	2	6	19	5	20	21	21

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	87	797	75	157	826	165	96	345	64	99	471	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	797	75	157	826	165	96	345	64	99	471	184
Added Vol:	5	1	0	0	13	2	2	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	798	75	157	839	167	98	345	76	99	471	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:	92	798	75	157	839	167	98	345	76	99	471	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	798	75	157	839	167	98	345	76	99	471	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
FinalVolume:	92	798	75	157	839	167	98	345	76	99	471	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2950	650	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.04	0.09	0.23	0.09	0.06	0.12	0.12	0.06	0.13	0.10
Crit Moves:					****						****	
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.09	0.36	0.07	0.15	0.38	0.15	0.17	0.34	0.34	0.17	0.38	0.30
Delay/Veh:	7.9	9.6	7.8	8.2	9.8	8.2	22.9	24.4	24.4	22.9	24.9	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	9.6	7.8	8.2	9.8	8.2	22.9	24.4	24.4	22.9	24.9	24.1
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	6	1	2	7	2	2	5	5	2	6	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.3
Optimal Cycle: 80 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: 0730-0830												
Base Vol:	179	1026	107	98	1360	590	248	886	648	272	803	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	1026	107	98	1360	590	248	886	648	272	803	49
Added Vol:	2	31	0	0	15	16	1	5	-50	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	1057	107	98	1375	606	249	891	598	272	808	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:	181	1057	107	98	1375	606	249	891	598	272	808	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1057	107	98	1375	606	249	891	598	272	808	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
FinalVolume:	181	1057	107	98	1375	606	249	891	598	272	808	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.08	0.92	2.00	3.00	1.00	2.00	2.83	0.17
Final Sat.:	3200	5400	1800	3200	3748	1652	3200	5400	1800	3200	5091	309
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.06	0.03	0.37	0.37	0.08	0.17	0.33	0.09	0.16	0.16
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.44	0.54	0.07	0.44	0.44	0.14	0.33	0.40	0.10	0.29	0.29
Volume/Cap:	0.84	0.45	0.11	0.45	0.84	0.84	0.55	0.50	0.84	0.84	0.55	0.55
Delay/Veh:	79.7	23.9	13.7	55.2	32.9	32.9	49.4	32.7	41.6	70.5	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	23.9	13.7	55.2	32.9	32.9	49.4	32.7	41.6	70.5	36.6	36.6
LOS by Move:	E	C	B	E	C	C	D	C	D	E	D	D
HCM2kAvgQ:	6	10	2	3	25	25	6	9	23	8	10	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 0745-0845												
Base Vol:	71	1511	16	53	1850	288	22	0	10	8	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1511	16	53	1850	288	22	0	10	8	0	28
Added Vol:	0	33	0	0	-35	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1544	16	53	1815	288	22	0	10	8	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:	71	1544	16	53	1815	288	22	0	10	8	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1544	16	53	1815	288	22	0	10	8	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
FinalVolume:	71	1544	16	53	1815	288	22	0	10	8	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1800	0	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.01	0.03	0.34	0.16	0.01	0.00	0.01	0.00	0.00	0.02
Crit Moves:	****				****							****
Green/Cycle:	0.10	0.81	0.81	0.09	0.80	0.80	0.04	0.00	0.04	0.04	0.00	0.04
Volume/Cap:	0.42	0.35	0.01	0.35	0.42	0.20	0.33	0.00	0.15	0.11	0.00	0.42
Delay/Veh:	44.0	2.5	1.7	44.3	3.0	2.4	49.8	0.0	47.6	47.2	0.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	2.5	1.7	44.3	3.0	2.4	49.8	0.0	47.6	47.2	0.0	51.3
LOS by Move:	D	A	A	D	A	A	D	A	D	D	A	D
HCM2kAvgQ:	3	4	0	2	6	2	1	0	0	0	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.9
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module: 0715-0815												
Base Vol:	157	1227	78	132	879	738	227	25	158	47	113	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1227	78	132	879	738	227	25	158	47	113	187
Added Vol:	0	33	0	0	-35	0	0	7	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1260	78	132	844	738	227	32	158	47	117	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1260	78	132	844	738	227	32	158	47	117	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1260	78	132	844	738	227	32	158	47	117	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1260	78	132	844	738	227	32	158	47	117	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.04	0.08	0.23	0.41	0.07	0.01	0.09	0.03	0.03	0.10
Crit Moves:						****	****					****
Green/Cycle:	0.66	0.66	0.66	0.66	0.66	0.66	0.11	0.21	0.21	0.07	0.17	0.17
Volume/Cap:	0.14	0.53	0.07	0.12	0.36	0.62	0.62	0.04	0.41	0.41	0.19	0.62
Delay/Veh:	6.5	9.2	6.1	6.4	7.6	10.3	45.6	31.2	34.6	47.1	36.0	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.5	9.2	6.1	6.4	7.6	10.3	45.6	31.2	34.6	47.1	36.0	42.7
LOS by Move:	A	A	A	A	A	B	D	C	C	D	D	D
HCM2kAvgQ:	2	11	1	2	6	14	5	0	5	2	2	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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: 0800-0900												
Base Vol:	57	1326	36	38	889	38	47	597	75	39	642	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1326	36	38	889	38	47	597	75	39	642	34
Added Vol:	0	31	1	0	-35	0	2	20	1	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1357	37	38	854	38	49	617	76	39	656	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:	57	1357	37	38	854	38	49	617	76	39	656	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1357	37	38	854	38	49	617	76	39	656	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
FinalVolume:	57	1357	37	38	854	38	49	617	76	39	656	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.02	0.02	0.16	0.02	0.03	0.11	0.04	0.02	0.12	0.02
Crit Moves:		****					****				****	
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.74	0.05	0.23	0.23	0.05	0.22	0.22
Volume/Cap:	0.05	0.55	0.03	0.03	0.23	0.03	0.55	0.50	0.18	0.50	0.55	0.08
Delay/Veh:	5.9	9.4	5.9	5.9	6.8	4.0	62.2	40.5	37.4	60.8	41.8	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.9	9.4	5.9	5.9	6.8	4.0	62.2	40.5	37.4	60.8	41.8	37.0
LOS by Move:	A	A	A	A	A	A	E	D	D	E	D	D
HCM2kAvgQ:	1	13	0	0	4	0	3	7	2	2	8	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			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: 0745-0845												
Base Vol:	102	1287	19	32	834	35	130	51	52	27	64	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1287	19	32	834	35	130	51	52	27	64	48
Added Vol:	0	32	0	0	-34	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1319	19	32	800	35	130	51	52	27	64	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:	102	1319	19	32	800	35	130	51	52	27	64	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1319	19	32	800	35	130	51	52	27	64	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
FinalVolume:	102	1319	19	32	800	35	130	51	52	27	64	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.72	0.28	1.00	0.19	0.46	0.35
Final Sat.:	1700	3600	1800	1700	5174	226	1293	507	1800	350	829	622
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.01	0.02	0.15	0.15	0.10	0.10	0.03	0.08	0.08	0.08
Crit Moves:		****						****				
Green/Cycle:	0.75	0.75	0.75	0.75	0.75	0.75	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.08	0.49	0.01	0.02	0.21	0.21	0.49	0.49	0.14	0.37	0.37	0.37
Delay/Veh:	3.3	4.9	3.1	3.1	3.6	3.6	36.0	36.0	32.6	34.7	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.3	4.9	3.1	3.1	3.6	3.6	36.0	36.0	32.6	34.7	34.7	34.7
LOS by Move:	A	A	A	A	A	A	D	D	C	C	C	C
HCM2kAvgQ:	1	8	0	0	3	3	6	6	1	4	4	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.7
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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: 0745-0845												
Base Vol:	104	1218	143	84	665	104	95	759	110	191	1040	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1218	143	84	665	104	95	759	110	191	1040	206
Added Vol:	-1	20	4	0	-29	-5	12	47	2	-2	-58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1238	147	84	636	99	107	806	112	189	982	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:	103	1238	147	84	636	99	107	806	112	189	982	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1238	147	84	636	99	107	806	112	189	982	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
FinalVolume:	103	1238	147	84	636	99	107	806	112	189	982	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.08	0.05	0.18	0.06	0.06	0.22	0.06	0.11	0.27	0.11
Crit Moves:		****									****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.11	0.64	0.15	0.09	0.33	0.10	0.15	0.52	0.15	0.26	0.64	0.27
Delay/Veh:	13.6	20.1	14.0	13.5	15.6	13.5	21.1	25.7	21.1	22.3	27.9	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	20.1	14.0	13.5	15.6	13.5	21.1	25.7	21.1	22.3	27.9	22.4
LOS by Move:	B	C	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	17	3	2	7	2	3	12	3	5	15	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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: 0730-0830												
Base Vol:	5	1369	29	3	906	53	129	104	62	42	158	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1369	29	3	906	53	129	104	62	42	158	76
Added Vol:	0	23	0	0	-29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1392	29	3	877	53	129	104	62	42	158	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:	5	1392	29	3	877	53	129	104	62	42	158	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1392	29	3	877	53	129	104	62	42	158	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1392	29	3	877	53	129	104	62	42	158	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.45	1.00	0.21	0.79	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	997	803	1800	378	1422	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.02	0.00	0.24	0.03	0.13	0.13	0.03	0.11	0.11	0.04
Crit Moves:		****						****				
Green/Cycle:	0.72	0.72	0.72	0.72	0.72	0.72	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.00	0.54	0.02	0.00	0.34	0.04	0.54	0.54	0.14	0.46	0.46	0.18
Delay/Veh:	4.0	6.7	4.0	3.9	5.3	4.1	34.5	34.5	30.0	33.2	33.2	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.0	6.7	4.0	3.9	5.3	4.1	34.5	34.5	30.0	33.2	33.2	30.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	10	0	0	5	0	7	7	2	6	6	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 25 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 0730-0830												
Base Vol:	150	1364	103	52	1090	43	74	326	114	243	517	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1364	103	52	1090	43	74	326	114	243	517	102
Added Vol:	0	23	0	0	-29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1387	103	52	1061	43	74	326	114	243	517	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:	150	1387	103	52	1061	43	74	326	114	243	517	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1387	103	52	1061	43	74	326	114	243	517	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
FinalVolume:	150	1387	103	52	1061	43	74	326	114	243	517	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.06	0.03	0.29	0.02	0.04	0.09	0.06	0.14	0.14	0.06
Crit Moves:		****									****	
Green/Cycle:	0.70	0.70	0.70	0.70	0.70	0.70	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.13	0.55	0.08	0.04	0.42	0.03	0.17	0.35	0.24	0.55	0.55	0.22
Delay/Veh:	5.0	7.6	4.8	4.7	6.5	4.6	28.8	30.3	29.4	33.3	32.6	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	7.6	4.8	4.7	6.5	4.6	28.8	30.3	29.4	33.3	32.6	29.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	2	11	1	1	7	0	2	4	3	8	8	3

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

LRWP-AM Tue May 20, 2008 11:49:24 Page 163-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.6
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			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 1	0
Volume Module: 0730-0830												
Base Vol:	152	1429	224	149	1280	198	227	1261	52	292	1445	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1429	224	149	1280	198	227	1261	52	292	1445	242
Added Vol:	2	-6	4	1	24	3	6	43	5	21	51	-27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	1423	228	150	1304	201	233	1304	57	313	1496	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:	154	1423	228	150	1304	201	233	1304	57	313	1496	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1423	228	150	1304	201	233	1304	57	313	1496	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
FinalVolume:	154	1423	228	150	1304	201	233	1304	57	313	1496	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.87	0.13	2.00	2.62	0.38
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	5174	226	3200	4721	679
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.13	0.09	0.24	0.11	0.07	0.25	0.25	0.10	0.32	0.32
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.33	0.47	0.11	0.32	0.41	0.09	0.35	0.35	0.14	0.40	0.40
Volume/Cap:	0.75	0.79	0.27	0.79	0.75	0.27	0.79	0.71	0.71	0.71	0.79	0.79
Delay/Veh:	65.2	38.9	19.6	72.3	38.2	23.4	67.3	34.8	34.8	55.0	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	38.9	19.6	72.3	38.2	23.4	67.3	34.8	34.8	55.0	33.9	33.9
LOS by Move:	E	D	B	E	D	C	E	C	C	D	C	C
HCM2kAvgQ:	8	18	5	8	16	5	7	16	16	8	21	21

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:0730-0830												
Base Vol:	129	6	145	14	1	17	18	1255	73	79	970	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	6	145	14	1	17	18	1255	73	79	970	27
Added Vol:	2	0	1	0	0	0	0	-18	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	6	146	14	1	17	18	1237	73	79	990	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:	131	6	146	14	1	17	18	1237	73	79	990	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	6	146	14	1	17	18	1237	73	79	990	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	6	146	14	1	17	18	1237	73	79	990	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.96	0.04	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1721	79	1800	1680	120	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.01	0.01	0.01	0.34	0.04	0.05	0.28	0.02
Crit Moves:		****						****				
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.17	0.79	0.79	0.79	0.79	0.79	0.79
Volume/Cap:	0.44	0.44	0.47	0.05	0.05	0.05	0.01	0.44	0.05	0.06	0.35	0.02
Delay/Veh:	37.9	37.9	38.2	34.5	34.5	34.5	2.3	3.6	2.4	2.4	3.2	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	37.9	38.2	34.5	34.5	34.5	2.3	3.6	2.4	2.4	3.2	2.3
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	5	0	0	0	0	7	1	1	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:0730-0830												
Base Vol:	70	161	39	82	158	42	66	833	43	130	1548	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	161	39	82	158	42	66	833	43	130	1548	57
Added Vol:	4	0	0	0	0	3	3	14	3	-1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	161	39	82	158	45	69	847	46	129	1558	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:	74	161	39	82	158	45	69	847	46	129	1558	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	161	39	82	158	45	69	847	46	129	1558	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
FinalVolume:	74	161	39	82	158	45	69	847	46	129	1558	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.31	0.69	1.00	0.34	0.66	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	567	1233	1800	615	1185	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.13	0.13	0.03	0.04	0.24	0.03	0.08	0.43	0.03
Crit Moves:					****		****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.06	0.55	0.55	0.18	0.67	0.67
Volume/Cap:	0.63	0.63	0.10	0.65	0.65	0.12	0.65	0.42	0.05	0.42	0.65	0.05
Delay/Veh:	39.7	39.7	32.3	40.2	40.2	32.4	58.6	13.1	10.2	37.4	10.2	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	32.3	40.2	40.2	32.4	58.6	13.1	10.2	37.4	10.2	5.6
LOS by Move:	D	D	C	D	D	C	E	B	B	D	B	A
HCM2kAvgQ:	8	8	1	8	8	1	4	8	1	4	15	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY AM PEAK HOUR

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

****

Intersection #171 Yukon Ave/182nd St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 16 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 0730-0830												
Base Vol:	20	108	40	117	159	66	51	527	19	95	566	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	108	40	117	159	66	51	527	19	95	566	123
Added Vol:	0	0	0	10	0	0	0	3	0	0	3	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	108	40	127	159	66	51	530	19	95	569	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:	20	108	40	127	159	66	51	530	19	95	569	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	108	40	127	159	66	51	530	19	95	569	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
FinalVolume:	20	108	40	127	159	66	51	530	19	95	569	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.12	0.64	0.24	1.00	1.00	1.00	1.00	1.93	0.07	1.00	1.64	0.36
Final Sat.:	214	1157	429	1700	1800	1800	1700	3475	125	1700	2943	657
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.07	0.09	0.04	0.03	0.15	0.15	0.06	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.30	0.30	0.30	0.24	0.28	0.12	0.05	0.24	0.24	0.09	0.30	0.30
Delay/Veh:	26.4	26.4	26.4	25.8	26.2	24.6	6.4	7.4	7.4	6.6	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	26.4	26.4	25.8	26.2	24.6	6.4	7.4	7.4	6.6	7.8	7.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	3	4	2	1	4	4	1	5	5

****

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

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Weekday PM Peak Hour

LRWP-PM Tue May 20, 2008 11:49:44 Page 2-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1700-1800												
Base Vol:	92	12	32	15	16	112	56	1214	89	21	1145	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	12	32	15	16	112	56	1214	89	21	1145	6
Added Vol:	0	0	-1	0	0	0	0	14	0	6	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	12	31	15	16	112	56	1228	89	27	1243	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:	92	12	31	15	16	112	56	1228	89	27	1243	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	12	31	15	16	112	56	1228	89	27	1243	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
FinalVolume:	92	12	31	15	16	112	56	1228	89	27	1243	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.28	0.72	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1700	502	1298	1700	1800	1800	1700	3600	1800	1700	3583	17
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.01	0.01	0.06	0.03	0.34	0.05	0.02	0.35	0.35
Crit Moves:						****					****	
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.15	0.81	0.81	0.81	0.81	0.81	0.81
Volume/Cap:	0.37	0.16	0.16	0.06	0.06	0.43	0.04	0.42	0.06	0.02	0.43	0.43
Delay/Veh:	39.5	37.7	37.7	36.9	36.9	40.0	1.8	2.7	1.8	1.8	2.7	2.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	37.7	37.7	36.9	36.9	40.0	1.8	2.7	1.8	1.8	2.7	2.7
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	1	1	0	0	4	0	6	1	0	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1600-1700												
Base Vol:	0	0	0	124	0	98	19	1447	0	0	1546	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	124	0	98	19	1447	0	0	1546	34
Added Vol:	0	0	0	0	0	0	0	21	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	124	0	98	19	1468	0	0	1564	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	124	0	98	19	1468	0	0	1564	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	98	19	1468	0	0	1564	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
FinalVolume:	0	0	0	124	0	98	19	1468	0	0	1564	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.94	0.06
Final Sat.:	0	0	0	3200	0	1800	1700	5187	0	0	5285	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.05	0.01	0.28	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.03	0.80	0.00	0.00	0.77	0.77
Volume/Cap:	0.00	0.00	0.00	0.27	0.00	0.38	0.38	0.35	0.00	0.00	0.38	0.38
Delay/Veh:	0.0	0.0	0.0	38.7	0.0	39.9	52.6	2.9	0.0	0.0	3.8	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.7	0.0	39.9	52.6	2.9	0.0	0.0	3.8	3.8
LOS by Move:	A	A	A	D	A	D	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	3	1	5	0	0	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:1700-1800												
Base Vol:	96	0	10	0	0	0	0	1536	129	19	1161	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	0	10	0	0	0	0	1536	129	19	1161	0
Added Vol:	1	0	1	0	0	0	0	-63	0	1	-72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	11	0	0	0	0	1473	129	20	1089	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	0	11	0	0	0	0	1473	129	20	1089	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	11	0	0	0	0	1473	129	20	1089	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	0	11	0	0	0	0	1473	129	20	1089	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.41	0.07	0.01	0.30	0.00
Crit Moves:	****							****				
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.84	0.00
Volume/Cap:	0.49	0.00	0.05	0.00	0.00	0.00	0.00	0.49	0.09	0.01	0.36	0.00
Delay/Veh:	43.2	0.0	39.3	0.0	0.0	0.0	0.0	2.2	1.4	1.3	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	0.0	39.3	0.0	0.0	0.0	0.0	2.2	1.4	1.3	1.9	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	7	1	0	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:1630-1730												
Base Vol:	25	3	2	381	12	61	23	2286	8	12	1989	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	3	2	381	12	61	23	2286	8	12	1989	138
Added Vol:	0	0	0	0	0	0	0	49	0	0	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	3	2	381	12	61	23	2335	8	12	2049	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:	25	3	2	381	12	61	23	2335	8	12	2049	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	3	2	381	12	61	23	2335	8	12	2049	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
FinalVolume:	25	3	2	381	12	61	23	2335	8	12	2049	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.89	0.11	1.00	1.94	0.06	1.00	1.00	2.99	0.01	1.00	2.81	0.19
Final Sat.:	1607	193	1800	3393	107	1800	1700	5382	18	1700	5059	341
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.11	0.11	0.03	0.01	0.43	0.43	0.01	0.41	0.41
Crit Moves:	****				****			****				
Green/Cycle:	0.03	0.03	0.03	0.19	0.19	0.19	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.60	0.60	0.04	0.60	0.60	0.18	0.02	0.60	0.60	0.01	0.56	0.56
Delay/Veh:	67.6	67.6	47.9	38.7	38.7	34.4	3.8	6.9	6.9	3.8	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	67.6	47.9	38.7	38.7	34.4	3.8	6.9	6.9	3.8	6.5	6.5
LOS by Move:	E	E	D	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	2	2	0	7	7	2	0	13	13	0	11	11

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module: 1630-1730												
Base Vol:	19	22	109	84	22	38	50	1524	9	142	1539	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	22	109	84	22	38	50	1524	9	142	1539	143
Added Vol:	0	0	0	0	0	0	0	32	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	22	109	84	22	38	50	1556	9	142	1568	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	22	109	84	22	38	50	1556	9	142	1568	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	22	109	84	22	38	50	1556	9	142	1568	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	22	109	84	22	38	50	1556	9	142	1568	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.37	0.63	1.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	1700	1800	1800	1800	660	1140	1700	5187	1800	1700	4949	451
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.05	0.03	0.03	0.03	0.30	0.01	0.08	0.32	0.32
Crit Moves:			****					****		****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.13	0.07	0.64	0.64	0.18	0.74	0.74
Volume/Cap:	0.09	0.10	0.47	0.36	0.26	0.26	0.43	0.47	0.01	0.47	0.43	0.43
Delay/Veh:	38.6	38.7	42.0	40.4	39.6	39.6	47.1	9.6	6.7	38.1	4.9	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	38.7	42.0	40.4	39.6	39.6	47.1	9.6	6.7	38.1	4.9	4.9
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	1	1	4	3	2	2	2	9	0	5	7	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: 1700-1800												
Base Vol:	8	18	24	103	5	37	32	1113	14	73	1041	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	18	24	103	5	37	32	1113	14	73	1041	84
Added Vol:	0	0	0	0	0	0	0	-41	0	0	-47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	18	24	103	5	37	32	1072	14	73	994	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:	8	18	24	103	5	37	32	1072	14	73	994	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	18	24	103	5	37	32	1072	14	73	994	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
FinalVolume:	8	18	24	103	5	37	32	1072	14	73	994	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.31	0.69	1.00	0.71	0.03	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	554	1246	1800	1279	62	459	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.08	0.02	0.30	0.01	0.04	0.28	0.05
Crit Moves:					****			****				
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.07	0.07	0.07	0.39	0.39	0.39	0.02	0.39	0.01	0.06	0.37	0.06
Delay/Veh:	32.2	32.2	32.2	35.1	35.1	35.1	3.1	4.3	3.0	3.1	4.2	3.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	32.2	35.1	35.1	35.1	3.1	4.3	3.0	3.1	4.2	3.2
LOS by Move:	C	C	C	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	4	4	4	0	6	0	1	5	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.4
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: 1630-1730												
Base Vol:	586	0	310	0	0	0	0	1066	234	442	1101	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	586	0	310	0	0	0	0	1066	234	442	1101	0
Added Vol:	2	0	1	0	0	0	0	42	2	1	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	0	311	0	0	0	0	1108	236	443	1141	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	588	0	311	0	0	0	0	1108	236	443	1141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	0	311	0	0	0	0	1108	236	443	1141	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	588	0	311	0	0	0	0	1108	236	443	1141	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.66	0.00	1.34	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2904	0	2411	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.13	0.00	0.00	0.00	0.00	0.31	0.13	0.26	0.32	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.25	0.00	0.57	0.00	0.00	0.00	0.00	0.38	0.38	0.32	0.70	0.00
Volume/Cap:	0.81	0.00	0.23	0.00	0.00	0.00	0.00	0.81	0.35	0.81	0.45	0.00
Delay/Veh:	47.0	0.0	12.7	0.0	0.0	0.0	0.0	37.2	26.9	46.4	8.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	0.0	12.7	0.0	0.0	0.0	0.0	37.2	26.9	46.4	8.0	0.0
LOS by Move:	D	A	B	A	A	A	A	D	C	D	A	A
HCM2kAvgQ:	15	0	4	0	0	0	0	21	6	19	10	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: 1700-1800												
Base Vol:	42	921	41	17	879	13	15	6	23	25	32	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	921	41	17	879	13	15	6	23	25	32	18
Added Vol:	0	3	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	924	41	17	883	13	15	6	23	25	32	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:	42	924	41	17	883	13	15	6	23	25	32	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	924	41	17	883	13	15	6	23	25	32	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
FinalVolume:	42	924	41	17	883	13	15	6	23	25	32	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.71	0.29	1.00	0.44	0.56	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1286	514	1800	789	1011	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.02	0.01	0.25	0.01	0.01	0.01	0.01	0.03	0.03	0.01
Crit Moves:		****									****	
Green/Cycle:	0.85	0.85	0.85	0.85	0.85	0.85	0.11	0.11	0.11	0.11	0.11	0.11
Volume/Cap:	0.03	0.30	0.03	0.01	0.29	0.01	0.11	0.11	0.12	0.30	0.30	0.09
Delay/Veh:	1.1	1.5	1.1	1.1	1.5	1.1	40.7	40.7	40.8	42.2	42.2	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.1	1.5	1.1	1.1	1.5	1.1	40.7	40.7	40.8	42.2	42.2	40.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	0	0	3	0	1	1	1	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 47 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	1	0		1	0	1	1	0	
Volume Module:	1630-1730																							
Base Vol:	115		861		97		78		816		97		169		517		185		181		755		77	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	115		861		97		78		816		97		169		517		185		181		755		77	
Added Vol:	2		3		18		0		4		0		0		23		2		19		21		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	117		864		115		78		820		97		169		540		187		200		776		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:	117		864		115		78		820		97		169		540		187		200		776		77	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	117		864		115		78		820		97		169		540		187		200		776		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	
FinalVolume:	117		864		115		78		820		97		169		540		187		200		776		77	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.23		0.77		1.00		1.82		0.18	
Final Sat.:	1700		3600		1800		1700		3600		1800		1700		4011		1389		1700		3275		325	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.24		0.06		0.05		0.23		0.05		0.10		0.13		0.13		0.12		0.24		0.24	
Crit Moves:	****								****				****								****			
Green/Cycle:	0.10		0.37		0.37		0.07		0.34		0.34		0.15		0.26		0.26		0.23		0.35		0.35	
Volume/Cap:	0.68		0.65		0.17		0.65		0.68		0.16		0.68		0.51		0.51		0.51		0.68		0.68	
Delay/Veh:	62.4		32.8		25.8		66.7		35.8		28.1		55.8		37.8		37.8		41.3		34.8		34.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	62.4		32.8		25.8		66.7		35.8		28.1		55.8		37.8		37.8		41.3		34.8		34.8	
LOS by Move:	E		C		C		E		D		C		E		D		D		D		C		C	
HCM2kAvgQ:	6		14		3		4		14		3		8		8		8		7		15		15	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:	1600-1700																							
Base Vol:	52		1033		114		132		944		21		31		50		56		82		44		93	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	52		1033		114		132		944		21		31		50		56		82		44		93	
Added Vol:	1		22		0		1		24		0		0		0		1		0		0		1	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	53		1055		114		133		968		21		31		50		57		82		44		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:	53		1055		114		133		968		21		31		50		57		82		44		94	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	53		1055		114		133		968		21		31		50		57		82		44		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	
FinalVolume:	53		1055		114		133		968		21		31		50		57		82		44		94	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		0.38		0.62		1.00		0.65		0.35		1.00	
Final Sat.:	1700		3600		1800		1700		3600		1800		689		1111		1800		1171		629		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.29		0.06		0.08		0.27		0.01		0.05		0.05		0.03		0.07		0.07		0.05	
Crit Moves:			****																		****			
Green/Cycle:	0.77		0.77		0.77		0.77		0.77		0.77		0.19		0.19		0.19		0.19		0.19		0.19	
Volume/Cap:	0.04		0.38		0.08		0.10		0.35		0.02		0.24		0.24		0.17		0.38		0.38		0.28	
Delay/Veh:	2.6		3.7		2.7		2.8		3.5		2.6		35.1		35.1		34.5		36.4		36.4		35.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	2.6		3.7		2.7		2.8		3.5		2.6		35.1		35.1		34.5		36.4		36.4		35.5	
LOS by Move:	A		A		A		A		A		A		D		D		C		D		D		D	
HCM2kAvgQ:	0		6		1		1		5		0		2		2		2		4		4		3	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	0 1 0	0	1	0 1 0	0	1
Volume Module:1600-1700												
Base Vol:	96	1107	137	75	880	39	25	47	100	65	45	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1107	137	75	880	39	25	47	100	65	45	46
Added Vol:	3	14	0	0	15	8	9	0	3	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1121	137	75	895	47	34	47	103	65	45	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:	99	1121	137	75	895	47	34	47	103	65	45	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1121	137	75	895	47	34	47	103	65	45	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
FinalVolume:	99	1121	137	75	895	47	34	47	103	65	45	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.42	0.58	1.00	0.59	0.41	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	756	1044	1800	1064	736	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.08	0.04	0.25	0.03	0.05	0.05	0.06	0.06	0.06	0.03
Crit Moves:		****									****	
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.07	0.39	0.09	0.05	0.31	0.03	0.29	0.29	0.36	0.39	0.39	0.17
Delay/Veh:	2.1	2.9	2.1	2.1	2.7	2.0	37.7	37.7	38.4	38.7	38.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	2.9	2.1	2.1	2.7	2.0	37.7	37.7	38.4	38.7	38.7	36.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	5	1	1	4	0	2	2	3	4	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 43.9
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 2	1	0	1 0 2	0	1
Volume Module:1645-1745												
Base Vol:	265	875	167	184	687	79	121	979	196	288	1097	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	875	167	184	687	79	121	979	196	288	1097	279
Added Vol:	10	8	0	4	9	4	4	32	11	0	29	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	883	167	188	696	83	125	1011	207	288	1126	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	883	167	188	696	83	125	1011	207	288	1126	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	883	167	188	696	83	125	1011	207	288	1126	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	883	167	188	696	83	125	1011	207	288	1126	284
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	4482	918	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.09	0.11	0.19	0.05	0.07	0.23	0.23	0.17	0.31	0.16
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.30	0.30	0.14	0.24	0.24	0.09	0.28	0.28	0.21	0.40	0.40
Volume/Cap:	0.80	0.80	0.30	0.80	0.80	0.19	0.79	0.80	0.80	0.80	0.79	0.40
Delay/Veh:	58.4	42.8	32.3	68.3	48.3	36.5	75.6	43.4	43.4	57.5	34.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	42.8	32.3	68.3	48.3	36.5	75.6	43.4	43.4	57.5	34.7	26.2
LOS by Move:	E	D	C	E	D	D	E	D	D	E	C	C
HCM2kAvgQ:	13	18	5	10	15	3	7	17	17	13	21	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:1645-1745												
Base Vol:	51	1236	26	28	1143	47	34	36	56	26	35	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1236	26	28	1143	47	34	36	56	26	35	22
Added Vol:	0	19	0	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1255	26	28	1163	47	34	36	56	26	35	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:	51	1255	26	28	1163	47	34	36	56	26	35	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1255	26	28	1163	47	34	36	56	26	35	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
FinalVolume:	51	1255	26	28	1163	47	34	36	56	26	35	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.49	0.51	1.00	0.43	0.57	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	874	926	1800	767	1033	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.01	0.02	0.32	0.03	0.04	0.04	0.03	0.03	0.03	0.01
Crit Moves:		****						****				
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.03	0.40	0.02	0.02	0.37	0.03	0.40	0.40	0.32	0.35	0.35	0.13
Delay/Veh:	1.0	1.5	0.9	1.0	1.4	1.0	44.0	44.0	43.2	43.5	43.5	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.0	1.5	0.9	1.0	1.4	1.0	44.0	44.0	43.2	43.5	43.5	41.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	0	0	4	0	3	3	2	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.8
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	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module:1700-1800												
Base Vol:	51	1130	158	141	999	56	25	267	50	379	441	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1130	158	141	999	56	25	267	50	379	441	251
Added Vol:	0	14	3	6	14	0	0	0	0	2	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1144	161	147	1013	56	25	267	50	381	441	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:	51	1144	161	147	1013	56	25	267	50	381	441	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1144	161	147	1013	56	25	267	50	381	441	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
FinalVolume:	51	1144	161	147	1013	56	25	267	50	381	441	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	1800	1800	3200	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.09	0.09	0.28	0.03	0.01	0.15	0.03	0.12	0.25	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.44	0.44	0.12	0.50	0.50	0.02	0.20	0.20	0.16	0.35	0.35
Volume/Cap:	0.56	0.73	0.21	0.73	0.56	0.06	0.71	0.73	0.14	0.73	0.71	0.41
Delay/Veh:	54.0	25.2	17.6	55.3	17.8	12.9	98.5	44.6	32.8	45.0	32.2	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	25.2	17.6	55.3	17.8	12.9	98.5	44.6	32.8	45.0	32.2	25.4
LOS by Move:	D	C	B	E	B	B	F	D	C	D	C	C
HCM2kAvgQ:	3	16	3	7	12	1	2	10	1	8	13	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 55.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1630-1730												
Base Vol:	292	943	215	326	1057	161	165	942	218	278	994	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	943	215	326	1057	161	165	942	218	278	994	329
Added Vol:	43	11	3	6	11	0	0	97	21	4	32	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	954	218	332	1068	161	165	1039	239	282	1026	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:	335	954	218	332	1068	161	165	1039	239	282	1026	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	954	218	332	1068	161	165	1039	239	282	1026	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	335	954	218	332	1068	161	165	1039	239	282	1026	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.12	0.20	0.30	0.09	0.10	0.29	0.13	0.17	0.29	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.27	0.27	0.20	0.35	0.35	0.12	0.29	0.29	0.17	0.35	0.35
Volume/Cap:	0.85	0.98	0.45	0.98	0.85	0.26	0.82	0.98	0.45	0.98	0.82	0.54
Delay/Veh:	68.1	67.4	37.0	91.2	42.3	28.3	75.1	64.8	35.1	97.1	40.5	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	67.4	37.0	91.2	42.3	28.3	75.1	64.8	35.1	97.1	40.5	32.4
LOS by Move:	E	E	D	F	D	C	E	E	D	F	D	C
HCM2kAvgQ:	10	24	7	19	22	4	9	26	8	16	20	11

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #16 Anza Ave/226th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.6
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:1645-1745												
Base Vol:	45	1106	11	12	1200	46	16	9	66	28	14	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1106	11	12	1200	46	16	9	66	28	14	9
Added Vol:	0	55	0	0	32	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1161	11	12	1232	46	16	9	66	28	14	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:	45	1161	11	12	1232	46	16	9	66	28	14	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1161	11	12	1232	46	16	9	66	28	14	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
FinalVolume:	45	1161	11	12	1232	46	16	9	66	28	14	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.64	0.36	1.00	0.67	0.33	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1152	648	1800	1200	600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.01	0.01	0.34	0.03	0.01	0.01	0.04	0.02	0.02	0.01
Crit Moves:					****				****			
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.03	0.37	0.01	0.01	0.39	0.03	0.15	0.15	0.39	0.25	0.25	0.05
Delay/Veh:	0.9	1.4	0.9	0.9	1.4	0.9	42.1	42.1	44.2	42.9	42.9	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.9	1.4	0.9	0.9	1.4	0.9	42.1	42.1	44.2	42.9	42.9	41.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	4	0	1	1	2	1	1	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 28.1
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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:	1700-1800																							
Base Vol:	0	791		243		443	956		0		0		0		0		0		391		0		706	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0	791		243		443	956		0		0		0		0		0		391		0		706	
Added Vol:	0	9		0		21	10		0		0		0		0		0		0		0		46	
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Initial Fut:	0	800		243		464	966		0		0		0		0		0		391		0		752	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0	800		243		464	966		0		0		0		0		0		391		0		752	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0		0	
Reduced Vol:	0	800		243		464	966		0		0		0		0		0		391		0		752	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0	800		243		464	966		0		0		0		0		0		391		0		752	
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.95		0.89		0.95		0.95		0.90		0.95		0.95	
Lanes:	0.00	2.00		1.00		1.00	2.00		0.00		0.00		0.00		0.00		0.00		1.35		0.00		1.65	
Final Sat.:	0	3600		1800		1700	3600		0		0		0		0		0		2306		0		2962	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.22		0.14		0.27	0.27		0.00		0.00		0.00		0.00		0.00		0.17		0.00		0.25	
Crit Moves:		****				****																	****	
Green/Cycle:	0.00	0.28		0.28		0.34	0.62		0.00		0.00		0.00		0.00		0.00		0.32		0.00		0.32	
Volume/Cap:	0.00	0.80		0.48		0.80	0.43		0.00		0.00		0.00		0.00		0.00		0.53		0.00		0.80	
Delay/Veh:	0.0	38.0		30.8		37.3	9.9		0.0		0.0		0.0		0.0		0.0		28.2		0.0		34.3	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0	38.0		30.8		37.3	9.9		0.0		0.0		0.0		0.0		0.0		28.2		0.0		34.3	
LOS by Move:	A	D		C		D	A		A		A		A		A		A		C		A		C	
HCM2kAvgQ:	0	14		7		16	8		0		0		0		0		0		8		0		15	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.9
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Split Phase						Split Phase					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	1	0	0	1		1	0	1	0	1	
Volume Module:	1700-1800																							
Base Vol:	37	437		20		57	642		620		584		60		137		2		25		10			
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
Initial Bse:	37	437		20		57	642		620		584		60		137		2		25		10			
Added Vol:	2	0		0		0	1		9		9		0		2		0		0		0			
PasserByVol:	0	0		0		0	0		0		0		0		0		0		0		0			
Initial Fut:	39	437		20		57	643		629		593		60		139		2		25		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:	39	437		20		57	643		629		593		60		139		2		25		10			
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0		0			
Reduced Vol:	39	437		20		57	643		629		593		60		139		2		25		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			
FinalVolume:	39	437		20		57	643		629		593		60		139		2		25		10			
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900		1900		1900		1900		1900		1900			
Adjustment:	0.89	0.95		0.95		0.89	0.95		0.95		0.92		0.95		0.95		0.89		0.95		0.95			
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.82		0.18		1.00		1.00		1.00		1.00			
Final Sat.:	1700	3600		1800		1700	3600		1800		3178		322		1800		1700		1800		1800			
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.12		0.01		0.03	0.18		0.35		0.19		0.19		0.08		0.00		0.01		0.01			
Crit Moves:									****		****								****					
Green/Cycle:	0.60	0.60		0.60		0.60	0.60		0.60		0.32		0.32		0.32		0.02		0.02		0.02			
Volume/Cap:	0.04	0.20		0.02		0.06	0.30		0.59		0.59		0.59		0.24		0.05		0.59		0.23			
Delay/Veh:	8.3	9.3		8.2		8.4	9.9		13.3		29.3		29.3		25.4		48.2		67.5		50.7			
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00			
AdjDel/Veh:	8.3	9.3		8.2		8.4	9.9		13.3		29.3		29.3		25.4		48.2		67.5		50.7			
LOS by Move:	A	A		A		A	A		B		C		C		C		D		E		D			
HCM2kAvgQ:	1	3		0		1	5		13		10		10		3		0		2		1			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						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:	1645-1745																							
Base Vol:	181	160		138			251	231		111			70	1165		46			211	1219		179		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	181	160		138			251	231		111			70	1165		46			211	1219		179		
Added Vol:	0	0		0			2	0		0			1	63		0			0	50		3		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	181	160		138			253	231		111			71	1228		46			211	1269		182		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	181	160		138			253	231		111			71	1228		46			211	1269		182		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	181	160		138			253	231		111			71	1228		46			211	1269		182		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	181	160		138			253	231		111			71	1228		46			211	1269		182		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.91	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	1.07		0.93			1.60	1.40		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	1700	1933		1667			2770	2529		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.11	0.08		0.08			0.09	0.09		0.06			0.04	0.34		0.03			0.12	0.35		0.10		
Crit Moves:	****							****						****					****					
Green/Cycle:	0.14	0.14		0.14			0.12	0.12		0.12			0.07	0.46		0.46			0.17	0.56		0.56		
Volume/Cap:	0.74	0.57		0.57			0.74	0.74		0.50			0.62	0.74		0.06			0.74	0.62		0.18		
Delay/Veh:	52.0	41.4		41.4			46.6	46.6		42.6			55.8	23.6		14.8			49.1	15.3		10.6		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	52.0	41.4		41.4			46.6	46.6		42.6			55.8	23.6		14.8			49.1	15.3		10.6		
LOS by Move:	D	D		D			D	D		D			E	C		B			D	B		B		
HCM2kAvgQ:	8	5		5			7	7		4			4	17		1			9	14		3		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
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:	1600-1700																							
Base Vol:	49	324		205			34	309		3			13	1572		79			250	1477		68		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	49	324		205			34	309		3			13	1572		79			250	1477		68		
Added Vol:	-1	0		0			0	0		3			4	33		-7			0	32		1		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	48	324		205			34	309		6			17	1605		72			250	1509		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:	48	324		205			34	309		6			17	1605		72			250	1509		69		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	48	324		205			34	309		6			17	1605		72			250	1509		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		
FinalVolume:	48	324		205			34	309		6			17	1605		72			250	1509		69		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.13	0.87		1.00			0.10	0.90		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	232	1568		1800			178	1622		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.21	0.21		0.11			0.19	0.19		0.00			0.01	0.45		0.04			0.15	0.42		0.04		
Crit Moves:		****												****										
Green/Cycle:	0.30	0.30		0.30			0.30	0.30		0.30			0.66	0.66		0.66			0.66	0.66		0.66		
Volume/Cap:	0.68	0.68		0.37			0.63	0.63		0.01			0.02	0.68		0.06			0.22	0.64		0.06		
Delay/Veh:	34.0	34.0		27.8			32.2	32.2		24.3			6.0	11.5		6.2			7.0	10.8		6.2		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	34.0	34.0		27.8			32.2	32.2		24.3			6.0	11.5		6.2			7.0	10.8		6.2		
LOS by Move:	C	C		C			C	C		C			A	B		A			A	B		A		
HCM2kAvgQ:	12	12		5			10	10		0			0	17		1			3	15		1		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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: 1700-1800																								
Base Vol:	52	154		57			18	146		22			18	1298		37			133	1275		40		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	52	154		57			18	146		22			18	1298		37			133	1275		40		
Added Vol:	3	-1		2			0	-10		0			0	11		2			7	86		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	55	153		59			18	136		22			18	1309		39			140	1361		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:	55	153		59			18	136		22			18	1309		39			140	1361		40		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	55	153		59			18	136		22			18	1309		39			140	1361		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		
FinalVolume:	55	153		59			18	136		22			18	1309		39			140	1361		40		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.95	0.95		0.95			0.95	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	0.26	0.74		1.00			0.12	0.88		1.00			1.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	476	1324		1800			210	1590		1800			1700	3600		1800			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.12		0.03			0.09	0.09		0.01			0.01	0.36		0.02			0.08	0.38		0.02		
Crit Moves:		****																		****				
Green/Cycle:	0.22	0.22		0.22			0.22	0.22		0.22			0.74	0.74		0.74			0.74	0.74		0.74		
Volume/Cap:	0.51	0.51		0.15			0.38	0.38		0.05			0.01	0.49		0.03			0.11	0.51		0.03		
Delay/Veh:	35.1	35.1		31.2			33.5	33.5		30.5			3.5	5.7		3.6			3.9	5.8		3.6		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	35.1	35.1		31.2			33.5	33.5		30.5			3.5	5.7		3.6			3.9	5.8		3.6		
LOS by Move:	D	D		C			C	C		C			A	A		A			A	A		A		
HCM2kAvgQ:	6	6		2			4	4		1			0	9		0			1	10		0		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 30.7
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Ovl						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		1	0	2	1	0		1	0	2	1	0	
Volume Module: 1600-1700																								
Base Vol:	250	325		123			33	271		176			235	1705		166			121	1776		118		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	250	325		123			33	271		176			235	1705		166			121	1776		118		
Added Vol:	0	4		3			2	-10		2			10	70		-3			-8	37		3		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	250	329		126			35	261		178			245	1775		163			113	1813		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:	250	329		126			35	261		178			245	1775		163			113	1813		121		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	250	329		126			35	261		178			245	1775		163			113	1813		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		
FinalVolume:	250	329		126			35	261		178			245	1775		163			113	1813		121		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	2.75		0.25			1.00	2.81		0.19		
Final Sat.:	1700	1800		1800			1700	1800		1800			1700	4946		454			1700	5062		338		
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.18		0.07			0.02	0.15		0.10			0.14	0.36		0.36			0.07	0.36		0.36		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.17	0.31		0.40			0.03	0.17		0.34			0.17	0.50		0.50			0.09	0.42		0.42		
Volume/Cap:	0.85	0.59		0.17			0.59	0.85		0.29			0.85	0.72		0.72			0.72	0.85		0.85		
Delay/Veh:	59.5	30.7		19.2			62.0	59.0		24.3			60.0	20.3		20.3			58.6	28.9		28.9		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	59.5	30.7		19.2			62.0	59.0		24.3			60.0	20.3		20.3			58.6	28.9		28.9		
LOS by Move:	E	C		B			E	E		C			E	C		C			E	C		C		
HCM2kAvgQ:	11	10		3			2	11		4			11	17		17			5	21		21		

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.88		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.98	1.00	0.95
Satd. Flow (prot)		1763	1500	1583	1561		1500	1583		1732	1500	1583
Flt Permitted		0.99	1.00	0.61	1.00		1.00	0.67		0.86	1.00	0.68
Satd. Flow (perm)		1755	1500	1011	1561		1500	1111		1523	1500	1140
Volume (vph)	3	172	83	50	62	205	20	34	43	70	11	61
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	172	83	50	62	205	20	34	43	70	11	61
RTOR Reduction (vph)	0	0	65	0	0	0	16	0	0	0	7	0
Lane Group Flow (vph)	0	175	18	50	267	0	4	34	0	113	4	61
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)		19.8	19.8	19.8	19.8		19.8	34.3		34.3	34.3	34.3
Effective Green, g (s)		17.8	17.8	17.8	17.8		17.8	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)		373	319	215	332		319	428		587	578	439
v/s Ratio Prot												
v/s Ratio Perm		0.10	0.01	0.05	c0.17		0.00	0.03		0.07	0.00	0.05
v/c Ratio		0.47	0.06	0.23	0.80		0.01	0.08		0.19	0.01	0.14
Uniform Delay, d1		28.9	26.3	27.3	31.3		26.1	16.3		17.1	15.9	16.7
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		0.9	0.1	0.6	13.2		0.0	0.4		0.7	0.0	0.7
Delay (s)		29.8	26.4	27.9	44.5		26.1	16.7		17.8	15.9	17.4
Level of Service		C	C	C	D		C	B		B	B	B
Approach Delay (s)		28.7			41.0					17.4		
Approach LOS		C			D					B		

Intersection Summary

HCM Average Control Delay	32.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	83.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.9%	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	0.98		0.85		0.98	
Flt Protected	1.00		1.00		0.96	
Satd. Flow (prot)	1639		1425		1656	
Flt Permitted	1.00		1.00		0.96	
Satd. Flow (perm)	1639		1425		1656	
Volume (vph)	115	20	94	105	110	43
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	115	20	94	105	110	43
RTOR Reduction (vph)	0	0	58	0	0	0
Lane Group Flow (vph)	135	0	36	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	0.39		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)	632		549		310	
v/s Ratio Prot	c0.08				c0.16	
v/s Ratio Perm			0.03			
v/c Ratio	0.21		0.07		0.83	
Uniform Delay, d1	17.2		16.2		32.8	
Progression Factor	1.00		1.00		1.00	
Incremental Delay, d2	0.8		0.2		17.1	
Delay (s)	18.0		16.5		49.9	
Level of Service	B		B		D	
Approach Delay (s)	17.4				49.9	
Approach LOS	B				D	

Intersection Summary

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:1645-1745												
Base Vol:	48	605	81	74	695	104	20	50	51	11	24	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	605	81	74	695	104	20	50	51	11	24	72
Added Vol:	0	8	0	0	-21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	613	81	74	674	104	20	50	51	11	24	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:	48	613	81	74	674	104	20	50	51	11	24	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	613	81	74	674	104	20	50	51	11	24	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
FinalVolume:	48	613	81	74	674	104	20	50	51	11	24	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.71	1.00	0.31	0.69	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	514	1286	1800	566	1234	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.05	0.04	0.37	0.06	0.04	0.04	0.03	0.02	0.02	0.04
Crit Moves:					****							****
Green/Cycle:	0.87	0.87	0.87	0.87	0.87	0.87	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.03	0.39	0.05	0.05	0.43	0.07	0.42	0.42	0.31	0.21	0.21	0.43
Delay/Veh:	0.9	1.5	0.9	0.9	1.6	1.0	44.5	44.5	43.4	42.6	42.6	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.9	1.5	0.9	0.9	1.6	1.0	44.5	44.5	43.4	42.6	42.6	44.7
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	4	0	0	5	1	3	3	2	1	1	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module:1700-1800												
Base Vol:	47	602	21	53	677	52	80	270	83	16	142	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	602	21	53	677	52	80	270	83	16	142	32
Added Vol:	0	3	0	0	-6	-7	2	1	0	0	-9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	605	21	53	671	45	82	271	83	16	133	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:	47	605	21	53	671	45	82	271	83	16	133	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	605	21	53	671	45	82	271	83	16	133	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
FinalVolume:	47	605	21	53	671	45	82	271	83	16	133	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.77	1.00	0.11	0.89	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	418	1382	1800	193	1607	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.01	0.03	0.37	0.03	0.20	0.20	0.05	0.08	0.08	0.02
Crit Moves:					****			****				
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.04	0.53	0.02	0.05	0.59	0.04	0.59	0.59	0.14	0.25	0.25	0.05
Delay/Veh:	7.1	10.9	7.0	7.1	11.8	7.1	29.4	29.4	23.6	24.6	24.6	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	10.9	7.0	7.1	11.8	7.1	29.4	29.4	23.6	24.6	24.6	22.8
LOS by Move:	A	B	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	1	11	0	1	13	1	10	10	2	4	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.0
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	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:1645-1745												
Base Vol:	114	223	40	193	592	97	97	1269	68	28	1169	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	223	40	193	592	97	97	1269	68	28	1169	162
Added Vol:	2	0	1	0	0	2	1	13	1	6	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	223	41	193	592	99	98	1282	69	34	1260	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:	116	223	41	193	592	99	98	1282	69	34	1260	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	223	41	193	592	99	98	1282	69	34	1260	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
FinalVolume:	116	223	41	193	592	99	98	1282	69	34	1260	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.02	0.11	0.16	0.06	0.06	0.36	0.04	0.02	0.35	0.09
Crit Moves:	****				****			****				
Green/Cycle:	0.11	0.13	0.13	0.24	0.26	0.26	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.63	0.47	0.17	0.47	0.63	0.21	0.10	0.63	0.07	0.04	0.62	0.16
Delay/Veh:	49.2	41.0	39.0	33.4	33.9	29.0	9.9	15.1	9.7	9.5	14.9	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	41.0	39.0	33.4	33.9	29.0	9.9	15.1	9.7	9.5	14.9	10.3
LOS by Move:	D	D	D	C	C	C	A	B	A	A	B	B
HCM2kAvgQ:	5	4	1	6	9	3	2	14	1	1	14	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:1615-1715												
Base Vol:	51	215	63	37	205	204	169	1828	70	43	1785	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	215	63	37	205	204	169	1828	70	43	1785	32
Added Vol:	0	0	0	1	0	0	2	75	0	0	41	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	215	63	38	205	204	171	1903	70	43	1826	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:	51	215	63	38	205	204	171	1903	70	43	1826	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	215	63	38	205	204	171	1903	70	43	1826	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
FinalVolume:	51	215	63	38	205	204	171	1903	70	43	1826	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.89	0.11	1.00	2.95	0.05
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5208	192	1700	5301	99
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.04	0.02	0.11	0.11	0.10	0.37	0.37	0.03	0.34	0.34
Crit Moves:		****					****				****	
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.69	0.69	0.05	0.57	0.57
Volume/Cap:	0.15	0.60	0.18	0.11	0.57	0.57	0.60	0.53	0.53	0.53	0.60	0.60
Delay/Veh:	33.3	39.3	33.5	33.0	38.4	38.4	42.1	7.6	7.6	52.8	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	39.3	33.5	33.0	38.4	38.4	42.1	7.6	7.6	52.8	14.2	14.2
LOS by Move:	C	D	C	C	D	D	D	A	A	D	B	B
HCM2kAvgQ:	1	7	2	1	7	7	6	10	10	2	13	13

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module:1615-1715																								
Base Vol:	103	367		104			105	511		232			104	1473		95			161	1217		70		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	103	367		104			105	511		232			104	1473		95			161	1217		70		
Added Vol:	0	0		1			0	0		0			0	33		0			2	35		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	103	367		105			105	511		232			104	1506		95			163	1252		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:	103	367		105			105	511		232			104	1506		95			163	1252		70		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	103	367		105			105	511		232			104	1506		95			163	1252		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		
FinalVolume:	103	367		105			105	511		232			104	1506		95			163	1252		70		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			1.00	1.88		0.12			1.00	2.00		1.00		
Final Sat.:	1700	3600		1800			1700	3600		1800			1700	3386		214			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.06	0.10		0.06			0.06	0.14		0.13			0.06	0.44		0.44			0.10	0.35		0.04		
Crit Moves:								****						****					****					
Green/Cycle:	0.20	0.20		0.20			0.20	0.20		0.20			0.11	0.61		0.61			0.13	0.63		0.63		
Volume/Cap:	0.31	0.52		0.30			0.32	0.73		0.66			0.55	0.73		0.73			0.73	0.55		0.06		
Delay/Veh:	35.0	36.7		34.8			35.0	41.5		41.7			45.5	14.8		14.8			52.9	10.6		7.0		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	35.0	36.7		34.8			35.0	41.5		41.7			45.5	14.8		14.8			52.9	10.6		7.0		
LOS by Move:	C	D		C			D	D		D			D	B		B			D	B		A		
HCM2kAvgQ:	3	6		3			3	9		8			4	19		19			7	12		1		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	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:1700-1800																								
Base Vol:	25	198		144			274	299		154			161	1199		37			302	997		165		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	25	198		144			274	299		154			161	1199		37			302	997		165		
Added Vol:	0	0		0			7	0		9			9	58		0			0	44		6		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	25	198		144			281	299		163			170	1257		37			302	1041		171		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	198		144			281	299		163			170	1257		37			302	1041		171		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	25	198		144			281	299		163			170	1257		37			302	1041		171		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	25	198		144			281	299		163			170	1257		37			302	1041		171		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	2.00		1.00			1.00	1.72		0.28		
Final Sat.:	1700	1800		1800			1700	1800		1800			1700	3600		1800			1700	3092		508		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.11		0.08			0.17	0.17		0.09			0.10	0.35		0.02			0.18	0.34		0.34		
Crit Moves:		****					****							****					****					
Green/Cycle:	0.03	0.12		0.12			0.19	0.28		0.42			0.14	0.39		0.39			0.20	0.46		0.46		
Volume/Cap:	0.59	0.89		0.65			0.89	0.59		0.22			0.74	0.89		0.05			0.89	0.74		0.74		
Delay/Veh:	67.5	76.0		48.3			65.2	32.5		18.7			53.5	35.9		18.9			63.1	24.1		24.1		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	67.5	76.0		48.3			65.2	32.5		18.7			53.5	35.9		18.9			63.1	24.1		24.1		
LOS by Move:	E	E		D			E	C		B			D	D		B			E	C		C		
HCM2kAvgQ:	2	9		6			13	9		3			7	23		1			14	17		17		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 15 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1645-1745												
Base Vol:	0	0	0	71	0	30	35	568	0	2	705	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	71	0	30	35	568	0	2	705	62
Added Vol:	1	0	1	3	0	1	1	7	1	2	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	74	0	31	36	575	1	4	711	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	0	1	74	0	31	36	575	1	4	711	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	74	0	31	36	575	1	4	711	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
FinalVolume:	1	0	1	74	0	31	36	575	1	4	711	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	900	0	900	1800	0	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.02	0.16	0.00	0.00	0.20	0.04
Crit Moves:				****							****	
Green/Cycle:	0.17	0.00	0.17	0.17	0.00	0.17	0.79	0.79	0.79	0.79	0.79	0.79
Volume/Cap:	0.01	0.00	0.01	0.25	0.00	0.10	0.03	0.20	0.00	0.00	0.25	0.05
Delay/Veh:	34.9	0.0	34.9	36.8	0.0	35.6	2.2	2.5	2.1	2.1	2.7	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	0.0	34.9	36.8	0.0	35.6	2.2	2.5	2.1	2.1	2.7	2.2
LOS by Move:	C	A	C	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	0	2	0	0	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.2
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	1 0	2 0	1
Volume Module:1700-1800												
Base Vol:	19	8	9	22	7	30	53	1758	19	13	1480	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	8	9	22	7	30	53	1758	19	13	1480	29
Added Vol:	0	0	0	0	0	0	0	19	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	8	9	22	7	30	53	1777	19	13	1500	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:	19	8	9	22	7	30	53	1777	19	13	1500	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	8	9	22	7	30	53	1777	19	13	1500	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
FinalVolume:	19	8	9	22	7	30	53	1777	19	13	1500	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.70	0.30	1.00	0.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1267	533	1800	1366	434	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.02	0.02	0.02	0.03	0.49	0.01	0.01	0.42	0.02
Crit Moves:					****			****		****		
Green/Cycle:	0.03	0.03	0.03	0.03	0.03	0.03	0.06	0.90	0.90	0.01	0.85	0.85
Volume/Cap:	0.51	0.51	0.17	0.55	0.55	0.57	0.49	0.55	0.01	0.55	0.49	0.02
Delay/Veh:	56.1	56.1	48.9	59.8	59.8	61.9	48.8	1.3	0.5	74.0	2.1	1.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	56.1	48.9	59.8	59.8	61.9	48.8	1.3	0.5	74.0	2.1	1.2
LOS by Move:	E	E	D	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	2	2	0	2	2	2	2	7	0	1	7	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.0
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1700-1800												
Base Vol:	12	11	16	30	3	16	30	1632	12	1	1487	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	11	16	30	3	16	30	1632	12	1	1487	15
Added Vol:	0	0	0	0	0	0	0	30	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	11	16	30	3	16	30	1662	12	1	1521	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:	12	11	16	30	3	16	30	1662	12	1	1521	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	11	16	30	3	16	30	1662	12	1	1521	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
FinalVolume:	12	11	16	30	3	16	30	1662	12	1	1521	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.52	0.48	1.00	0.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	939	861	1800	1636	164	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.02	0.46	0.01	0.00	0.42	0.01
Crit Moves:					****			****				
Green/Cycle:	0.04	0.04	0.04	0.04	0.04	0.04	0.92	0.92	0.92	0.92	0.92	0.92
Volume/Cap:	0.35	0.35	0.24	0.50	0.50	0.24	0.02	0.50	0.01	0.00	0.46	0.01
Delay/Veh:	50.2	50.2	48.7	53.1	53.1	48.7	0.3	0.7	0.3	0.3	0.6	0.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	50.2	48.7	53.1	53.1	48.7	0.3	0.7	0.3	0.3	0.6	0.3
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	1	0	4	0	0	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:1700-1800												
Base Vol:	163	985	207	124	1078	261	205	733	216	223	845	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	985	207	124	1078	261	205	733	216	223	845	134
Added Vol:	1	76	-5	-7	71	2	1	-65	0	-1	-76	-8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1061	202	117	1149	263	206	668	216	222	769	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1061	202	117	1149	263	206	668	216	222	769	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1061	202	117	1149	263	206	668	216	222	769	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1061	202	117	1149	263	206	668	216	222	769	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	4640	760
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.11	0.07	0.32	0.15	0.12	0.19	0.12	0.13	0.17	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.43	0.43	0.10	0.41	0.41	0.17	0.24	0.24	0.17	0.23	0.23
Volume/Cap:	0.78	0.69	0.26	0.69	0.78	0.36	0.71	0.78	0.51	0.78	0.71	0.71
Delay/Veh:	68.5	29.0	22.2	63.2	33.8	25.0	55.0	47.7	40.7	61.3	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	29.0	22.2	63.2	33.8	25.0	55.0	47.7	40.7	61.3	44.3	44.3
LOS by Move:	E	C	C	E	C	C	E	D	D	E	D	D
HCM2kAvgQ:	9	17	5	6	21	7	9	14	8	11	12	12

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.4
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		0	0	1!	0	0		0	1	0	0	1	
Volume Module:	1700-1800																							
Base Vol:	16	1195		34			113	1174		48			38	45		18			102	58		71		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	16	1195		34			113	1174		48			38	45		18			102	58		71		
Added Vol:	3	72		-31			0	70		0			0	0		2			-41	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	19	1267		3			113	1244		48			38	45		20			61	58		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:	19	1267		3			113	1244		48			38	45		20			61	58		71		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	19	1267		3			113	1244		48			38	45		20			61	58		71		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	19	1267		3			113	1244		48			38	45		20			61	58		71		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			0.37	0.44		0.19			0.51	0.49		1.00		
Final Sat.:	1700	3600		1800			1700	3600		1800			664	786		350			923	877		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.35		0.00			0.07	0.35		0.03			0.06	0.06		0.06			0.07	0.07		0.04		
Crit Moves:		****																		****				
Green/Cycle:	0.81	0.81		0.81			0.81	0.81		0.81			0.15	0.15		0.15			0.15	0.15		0.15		
Volume/Cap:	0.01	0.44		0.00			0.08	0.43		0.03			0.38	0.38		0.38			0.44	0.44		0.26		
Delay/Veh:	1.9	2.9		1.8			2.0	2.9		1.9			39.0	39.0		39.0			39.6	39.6		38.0		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	1.9	2.9		1.8			2.0	2.9		1.9			39.0	39.0		39.0			39.6	39.6		38.0		
LOS by Move:	A	A		A			A	A		A			D	D		D			D	D		D		
HCM2kAvgQ:	0	6		0			1	6		0			3	3		3			4	4		2		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.2
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:	1	0	2	0	1		1	0	2	1	0		1	0	2	0	1		2	0	2	0	1	
Volume Module:	1630-1730																							
Base Vol:	223	1078		289			170	956		53			96	1151		49			269	1149		148		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	223	1078		289			170	956		53			96	1151		49			269	1149		148		
Added Vol:	6	50		6			3	37		2			3	12		7			6	14		3		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	229	1128		295			173	993		55			99	1163		56			275	1163		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:	229	1128		295			173	993		55			99	1163		56			275	1163		151		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	229	1128		295			173	993		55			99	1163		56			275	1163		151		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	229	1128		295			173	993		55			99	1163		56			275	1163		151		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.84	0.95		0.95		
Lanes:	1.00	2.00		1.00			1.00	2.84		0.16			1.00	2.00		1.00			2.00	2.00		1.00		
Final Sat.:	1700	3600		1800			1700	5117		283			1700	3600		1800			3200	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.31		0.16			0.10	0.19		0.19			0.06	0.32		0.03			0.09	0.32		0.08		
Crit Moves:		****					****							****					****					
Green/Cycle:	0.19	0.35		0.35			0.12	0.28		0.28			0.07	0.37		0.37			0.10	0.39		0.39		
Volume/Cap:	0.70	0.88		0.46			0.88	0.70		0.70			0.82	0.88		0.09			0.88	0.82		0.21		
Delay/Veh:	51.8	43.9		30.4			86.5	40.4		40.4			89.8	43.0		25.0			77.7	36.8		24.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	51.8	43.9		30.4			86.5	40.4		40.4			89.8	43.0		25.0			77.7	36.8		24.3		
LOS by Move:	D	D		C			F	D		D			F	D		C			E	D		C		
HCM2kAvgQ:	10	24		9			10	13		13			6	24		1			9	22		4		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.857
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 1	0 1	0
Volume Module:	1700-1800											
Base Vol:	131	1205	790	33	902	148	170	391	196	558	741	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1205	790	33	902	148	170	391	196	558	741	178
Added Vol:	8	47	44	1	35	0	0	1	10	14	15	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1252	834	34	937	148	170	392	206	572	756	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1252	834	34	937	148	170	392	206	572	756	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1252	834	34	937	148	170	392	206	572	756	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1252	834	34	937	148	170	392	206	572	756	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.31	0.69	1.17	1.47	0.36
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2360	1240	2003	2647	648
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.46	0.02	0.26	0.08	0.10	0.17	0.17	0.29	0.29	0.29
Crit Moves:		****						****		****		
Green/Cycle:	0.41	0.41	0.74	0.41	0.41	0.41	0.19	0.19	0.19	0.33	0.33	0.33
Volume/Cap:	0.20	0.86	0.63	0.05	0.64	0.20	0.52	0.86	0.86	0.86	0.86	0.86
Delay/Veh:	23.2	37.7	8.5	21.6	29.6	23.2	44.7	57.0	57.0	41.7	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	37.7	8.5	21.6	29.6	23.2	44.7	57.0	57.0	41.7	41.7	41.7
LOS by Move:	C	D	A	C	C	C	D	E	E	D	D	D
HCM2kAvgQ:	4	25	16	1	15	4	7	14	14	21	21	21

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 38.5
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:	Ovl			Ovl			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	3 0	2 1	0	2 0	3 0	1
Volume Module:	1630-1730											
Base Vol:	337	1808	157	101	1562	591	680	1038	187	137	1094	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	1808	157	101	1562	591	680	1038	187	137	1094	58
Added Vol:	3	81	1	1	152	14	13	27	2	1	23	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	340	1889	158	102	1714	605	693	1065	189	138	1117	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:	340	1889	158	102	1714	605	693	1065	189	138	1117	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1889	158	102	1714	605	693	1065	189	138	1117	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
FinalVolume:	340	1889	158	102	1714	605	693	1065	189	138	1117	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.97	0.95	0.95	0.84	0.91	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.55	0.45	2.00	3.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	5529	4586	814	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.09	0.03	0.33	0.34	0.13	0.23	0.23	0.04	0.22	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.47	0.54	0.04	0.39	0.54	0.15	0.34	0.34	0.06	0.25	0.25
Volume/Cap:	0.85	0.77	0.16	0.77	0.85	0.63	0.85	0.69	0.69	0.69	0.85	0.13
Delay/Veh:	66.8	27.7	14.2	80.4	37.0	20.6	58.1	35.3	35.3	64.5	47.9	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.8	27.7	14.2	80.4	37.0	20.6	58.1	35.3	35.3	64.5	47.9	34.7
LOS by Move:	E	C	B	F	D	C	E	D	D	E	D	C
HCM2kAvgQ:	10	22	3	4	23	16	11	15	15	4	17	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.0
Optimal Cycle: 128 Level Of Service: C

Approach:	North Bound				South 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	2	0	1	0	2	0	1
Volume Module:	1700-1800															
Base Vol:	69	1556	721	423	1707	54	158	245	122	287	31	319				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	69	1556	721	423	1707	54	158	245	122	287	31	319				
Added Vol:	0	83	2	2	153	0	0	6	0	3	6	1				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	69	1639	723	425	1860	54	158	251	122	290	37	320				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	1639	723	425	1860	54	158	251	122	290	37	320				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	1639	723	425	1860	54	158	251	122	290	37	320				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	69	1639	723	425	1860	54	158	251	122	290	37	320				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95				
Lanes:	1.00	2.08	0.92	1.00	2.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1700	3747	1653	1700	5248	152	1700	3600	1800	1700	3600	1800				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.44	0.44	0.25	0.35	0.35	0.09	0.07	0.07	0.17	0.01	0.18				
Crit Moves:		****		****								****				
Green/Cycle:	0.08	0.47	0.47	0.27	0.66	0.66	0.19	0.19	0.19	0.19	0.19	0.19				
Volume/Cap:	0.54	0.94	0.94	0.94	0.54	0.54	0.49	0.37	0.36	0.90	0.05	0.94				
Delay/Veh:	49.2	33.3	33.3	63.8	9.3	9.3	37.4	35.7	35.9	66.7	33.3	73.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	49.2	33.3	33.3	63.8	9.3	9.3	37.4	35.7	35.9	66.7	33.3	73.5				
LOS by Move:	D	C	C	E	A	A	D	D	D	E	C	E				
HCM2kAvgQ:	3	29	29	19	11	11	5	4	4	13	1	15				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.6
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	2	1	0	1	0	3	0	0	0	0	0	0	0	0	1	0	1	0	1
Volume Module:	1615-1715															
Base Vol:	0	1918	76	86	2065	0	0	0	0	57	0	71				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	1918	76	86	2065	0	0	0	0	57	0	71				
Added Vol:	0	86	0	0	156	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	2004	76	86	2221	0	0	0	0	57	0	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:	0	2004	76	86	2221	0	0	0	0	57	0	71				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	2004	76	86	2221	0	0	0	0	57	0	71				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	2004	76	86	2221	0	0	0	0	57	0	71				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95				
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00				
Final Sat.:	0	5203	197	1700	5187	0	0	0	0	1700	1800	1800				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.39	0.05	0.43	0.00	0.00	0.00	0.00	0.03	0.00	0.04				
Crit Moves:					****							****				
Green/Cycle:	0.00	0.88	0.88	0.88	0.88	0.00	0.00	0.00	0.00	0.08	0.00	0.08				
Volume/Cap:	0.00	0.44	0.44	0.06	0.49	0.00	0.00	0.00	0.00	0.41	0.00	0.49				
Delay/Veh:	0.0	1.3	1.3	0.8	1.4	0.0	0.0	0.0	0.0	45.7	0.0	46.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	1.3	1.3	0.8	1.4	0.0	0.0	0.0	0.0	45.7	0.0	46.5				
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D				
HCM2kAvgQ:	0	5	5	0	6	0	0	0	0	2	0	3				

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 19.0
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1630-1730												
Base Vol:	57	1547	6	6	1779	256	690	42	209	7	5	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1547	6	6	1779	256	690	42	209	7	5	4
Added Vol:	2	85	0	0	154	2	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1632	6	6	1933	258	691	42	210	7	5	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1632	6	6	1933	258	691	42	210	7	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1632	6	6	1933	258	691	42	210	7	5	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1632	6	6	1933	258	691	42	210	7	5	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	1.89	0.11	1.00	0.58	0.42	1.00
Final Sat.:	1700	5187	1800	1700	4764	636	3299	201	1800	1050	750	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.00	0.00	0.41	0.41	0.21	0.21	0.12	0.01	0.01	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.05	0.61	0.61	0.01	0.57	0.57	0.29	0.29	0.29	0.01	0.01	0.01
Volume/Cap:	0.71	0.52	0.01	0.52	0.71	0.71	0.71	0.71	0.40	0.71	0.71	0.24
Delay/Veh:	72.2	11.2	7.6	84.2	16.5	16.5	34.0	34.0	28.7	137.8	138	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	11.2	7.6	84.2	16.5	16.5	34.0	34.0	28.7	137.8	138	56.4
LOS by Move:	E	B	A	F	B	B	C	C	C	F	F	E
HCM2kAvgQ:	3	10	0	1	18	18	12	12	6	1	1	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.4
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	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:1645-1745												
Base Vol:	198	1757	205	345	1731	204	172	1235	97	160	1384	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1757	205	345	1731	204	172	1235	97	160	1384	136
Added Vol:	3	63	10	0	127	22	13	27	4	9	26	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	1820	215	345	1858	226	185	1262	101	169	1410	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:	201	1820	215	345	1858	226	185	1262	101	169	1410	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1820	215	345	1858	226	185	1262	101	169	1410	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
FinalVolume:	201	1820	215	345	1858	226	185	1262	101	169	1410	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	5187	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.12	0.11	0.36	0.13	0.06	0.24	0.06	0.05	0.27	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.42	0.42	0.13	0.46	0.46	0.07	0.32	0.32	0.07	0.32	0.32
Volume/Cap:	0.78	0.84	0.29	0.84	0.78	0.27	0.84	0.76	0.17	0.76	0.84	0.25
Delay/Veh:	67.7	34.8	23.5	66.0	28.7	20.0	80.0	38.7	29.5	68.8	42.1	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	34.8	23.5	66.0	28.7	20.0	80.0	38.7	29.5	68.8	42.1	30.2
LOS by Move:	E	C	C	E	C	C	F	D	C	E	D	C
HCM2kAvgQ:	6	24	5	10	22	5	6	17	3	5	20	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:1630-1730												
Base Vol:	23	2317	12	38	2142	47	37	25	76	41	28	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	2317	12	38	2142	47	37	25	76	41	28	18
Added Vol:	0	76	0	0	139	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	2393	12	38	2281	47	37	25	76	41	28	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:	23	2393	12	38	2281	47	37	25	76	41	28	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2393	12	38	2281	47	37	25	76	41	28	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
FinalVolume:	23	2393	12	38	2281	47	37	25	76	41	28	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.94	0.06	0.60	0.40	1.00	0.59	0.41	1.00
Final Sat.:	1700	5373	27	1700	5291	109	1074	726	1800	1070	730	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.02	0.43	0.43	0.03	0.03	0.04	0.04	0.04	0.01
Crit Moves:		****							****			
Green/Cycle:	0.88	0.88	0.88	0.88	0.88	0.88	0.08	0.08	0.08	0.08	0.08	0.08
Volume/Cap:	0.02	0.51	0.51	0.03	0.49	0.49	0.41	0.41	0.51	0.46	0.46	0.12
Delay/Veh:	0.8	1.5	1.5	0.8	1.4	1.4	45.4	45.4	46.7	46.0	46.0	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.8	1.5	1.5	0.8	1.4	1.4	45.4	45.4	46.7	46.0	46.0	42.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	6	6	0	6	6	2	2	3	3	3	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 47.9
Optimal Cycle: 147 Level Of Service: 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:1645-1745												
Base Vol:	203	1815	254	249	1792	277	205	1197	104	267	1256	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	1815	254	249	1792	277	205	1197	104	267	1256	131
Added Vol:	2	56	78	81	42	11	10	8	2	16	10	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1871	332	330	1834	288	215	1205	106	283	1266	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:	205	1871	332	330	1834	288	215	1205	106	283	1266	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1871	332	330	1834	288	215	1205	106	283	1266	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
FinalVolume:	205	1871	332	330	1834	288	215	1205	106	283	1266	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	2.59	0.41	2.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	3200	5187	1800	3200	4667	733	3200	4963	437	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.18	0.10	0.39	0.39	0.07	0.24	0.24	0.09	0.35	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.38	0.38	0.11	0.42	0.42	0.07	0.32	0.32	0.12	0.37	0.37
Volume/Cap:	0.93	0.95	0.48	0.95	0.93	0.93	0.95	0.75	0.75	0.75	0.95	0.20
Delay/Veh:	97.6	46.1	28.7	87.3	40.8	40.8	100.1	38.0	38.0	59.2	50.2	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	46.1	28.7	87.3	40.8	40.8	100.1	38.0	38.0	59.2	50.2	25.8
LOS by Move:	F	D	C	F	D	D	F	D	D	E	D	C
HCM2kAvgQ:	7	29	10	11	31	31	8	16	16	8	29	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.9
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:1645-1745												
Base Vol:	0	2288	83	69	2154	0	0	0	0	69	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2288	83	69	2154	0	0	0	0	69	0	33
Added Vol:	0	141	26	23	37	0	0	0	0	-5	0	-5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2429	109	92	2191	0	0	0	0	64	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2429	109	92	2191	0	0	0	0	64	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2429	109	92	2191	0	0	0	0	64	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
FinalVolume:	0	2429	109	92	2191	0	0	0	0	64	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.87	0.13	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5168	232	1700	5187	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.05	0.42	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.79	0.79	0.09	0.88	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Volume/Cap:	0.00	0.60	0.60	0.60	0.48	0.00	0.00	0.00	0.00	0.60	0.00	0.25
Delay/Veh:	0.0	4.5	4.5	50.0	1.4	0.0	0.0	0.0	0.0	54.6	0.0	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.5	4.5	50.0	1.4	0.0	0.0	0.0	0.0	54.6	0.0	45.7
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	11	4	6	0	0	0	0	3	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 0	0 0	2	1 0	1 0	1!	0 1	0 0	0	0 0
Volume Module:1645-1745												
Base Vol:	176	2125	0	0	1991	218	167	0	215	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	2125	0	0	1991	218	167	0	215	0	0	0
Added Vol:	9	102	0	0	9	23	65	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	2227	0	0	2000	241	232	0	220	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:	185	2227	0	0	2000	241	232	0	220	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	2227	0	0	2000	241	232	0	220	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	2227	0	0	2000	241	232	0	220	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.68	0.32	1.52	0.00	1.48	0.00	0.00	0.00
Final Sat.:	1700	5187	0	0	4819	581	2642	0	2660	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.00	0.00	0.42	0.42	0.09	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.17	0.81	0.00	0.00	0.64	0.64	0.13	0.00	0.13	0.00	0.00	0.00
Volume/Cap:	0.65	0.53	0.00	0.00	0.65	0.65	0.65	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	44.2	3.5	0.0	0.0	11.7	11.7	43.2	0.0	42.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	3.5	0.0	0.0	11.7	11.7	43.2	0.0	42.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	7	9	0	0	15	15	6	0	6	0	0	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	0 1	0	0 0	1! 0	0
Volume Module:1645-1745												
Base Vol:	8	2259	16	7	2478	10	171	0	44	15	0	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	2259	16	7	2478	10	171	0	44	15	0	11
Added Vol:	0	105	4	7	7	0	0	0	0	3	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	2364	20	14	2485	10	171	0	44	18	0	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:	8	2364	20	14	2485	10	171	0	44	18	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	2364	20	14	2485	10	171	0	44	18	0	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
FinalVolume:	8	2364	20	14	2485	10	171	0	44	18	0	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.53	0.00	0.47
Final Sat.:	1700	5187	1800	1700	5187	1800	1700	0	1800	953	0	847
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.01	0.01	0.48	0.01	0.10	0.00	0.02	0.02	0.00	0.02
Crit Moves:					****		****					
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.00	0.17	0.17	0.00	0.17
Volume/Cap:	0.01	0.57	0.01	0.01	0.60	0.01	0.60	0.00	0.15	0.11	0.00	0.11
Delay/Veh:	2.1	4.1	2.2	2.2	4.4	2.1	42.3	0.0	35.8	35.6	0.0	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.1	4.1	2.2	2.2	4.4	2.1	42.3	0.0	35.8	35.6	0.0	35.6
LOS by Move:	A	A	A	A	A	A	D	A	D	D	A	D
HCM2kAvgQ:	0	10	0	0	12	0	6	0	1	1	0	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: 104 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:1700-1800												
Base Vol:	340	1281	347	365	1640	282	190	1293	271	460	1307	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1281	347	365	1640	282	190	1293	271	460	1307	121
Added Vol:	12	99	8	0	3	7	10	69	-2	7	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	1380	355	365	1643	289	200	1362	269	467	1337	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:	352	1380	355	365	1643	289	200	1362	269	467	1337	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1380	355	365	1643	289	200	1362	269	467	1337	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
FinalVolume:	352	1380	355	365	1643	289	200	1362	269	467	1337	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	6916	1800	3200	5187	1800	3200	5187	1800	3200	6916	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.11	0.32	0.16	0.06	0.26	0.15	0.15	0.19	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.30	0.30	0.17	0.35	0.35	0.11	0.29	0.29	0.16	0.34	0.34
Volume/Cap:	0.89	0.66	0.65	0.66	0.89	0.45	0.56	0.89	0.51	0.89	0.56	0.19
Delay/Veh:	74.0	37.1	39.0	49.2	42.8	30.3	52.5	47.9	36.0	67.0	32.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	37.1	39.0	49.2	42.8	30.3	52.5	47.9	36.0	67.0	32.2	27.8
LOS by Move:	E	D	D	D	D	C	D	D	D	E	C	C
HCM2kAvgQ:	11	13	13	8	24	9	5	21	9	13	11	3

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

****

Intersection #48 Crenshaw Blvd/235th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 20.1
Optimal Cycle: 46 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1645-1745											
Base Vol:	160	2225	112	92	2067	43	45	278	340	72	191	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	2225	112	92	2067	43	45	278	340	72	191	37
Added Vol:	9	95	-9	-45	27	8	6	-5	2	0	4	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	2320	103	47	2094	51	51	273	342	72	195	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:	169	2320	103	47	2094	51	51	273	342	72	195	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	2320	103	47	2094	51	51	273	342	72	195	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
FinalVolume:	169	2320	103	47	2094	51	51	273	342	72	195	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.87	0.13	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.84	0.16
Final Sat.:	1700	5170	230	1700	5272	128	1700	1800	1800	1700	1519	281
Capacity Analysis Module:												
Vol/Sat:	0.10	0.45	0.45	0.03	0.40	0.40	0.03	0.15	0.19	0.04	0.13	0.13
Crit Moves:	****				****				****			
Green/Cycle:	0.14	0.64	0.64	0.04	0.54	0.54	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.73	0.70	0.70	0.70	0.73	0.73	0.12	0.58	0.73	0.16	0.49	0.49
Delay/Veh:	52.7	12.4	12.4	75.5	18.2	18.2	28.3	34.1	39.6	28.8	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	12.4	12.4	75.5	18.2	18.2	28.3	34.1	39.6	28.8	32.2	32.2
LOS by Move:	D	B	B	E	B	B	C	C	D	C	C	C
HCM2kAvgQ:	7	18	18	3	18	18	1	8	12	2	7	7

****

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

****

Intersection #49 Crenshaw Blvd/237th St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 39 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1630-1730											
Base Vol:	46	2083	66	58	2248	50	447	0	188	70	26	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	2083	66	58	2248	50	447	0	188	70	26	39
Added Vol:	0	95	0	0	29	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2178	66	58	2277	50	447	0	188	70	26	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:	46	2178	66	58	2277	50	447	0	188	70	26	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2178	66	58	2277	50	447	0	188	70	26	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
FinalVolume:	46	2178	66	58	2277	50	447	0	188	70	26	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.84	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	2.00	0.00	1.00	0.73	0.27	1.00
Final Sat.:	1700	5241	159	1700	5187	1800	3200	0	1800	1312	487	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.03	0.44	0.03	0.14	0.00	0.10	0.05	0.05	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.21	0.00	0.21	0.08	0.08	0.08
Volume/Cap:	0.04	0.64	0.64	0.05	0.67	0.04	0.67	0.00	0.50	0.67	0.67	0.27
Delay/Veh:	6.2	10.7	10.7	6.3	11.3	6.2	39.2	0.0	36.1	56.6	56.6	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	10.7	10.7	6.3	11.3	6.2	39.2	0.0	36.1	56.6	56.6	44.4
LOS by Move:	A	B	B	A	B	A	D	A	D	E	E	D
HCM2kAvgQ:	1	15	15	1	16	1	9	0	6	4	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.989
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 53.7
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1
Volume Module:1630-1730												
Base Vol:	102	1201	1019	418	1863	245	723	970	74	582	873	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1201	1019	418	1863	245	723	970	74	582	873	296
Added Vol:	25	48	-1	-21	28	22	48	-2	55	1	2	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1249	1018	397	1891	267	771	968	129	583	875	295
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:	127	1249	0	397	1891	267	771	968	129	583	875	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1249	0	397	1891	267	771	968	129	583	875	295
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
FinalVolume:	127	1249	0	397	1891	267	771	968	129	583	875	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5187	1800	3200	5187	1800	3200	5187	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.00	0.12	0.36	0.15	0.24	0.19	0.07	0.18	0.24	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.29	0.00	0.15	0.37	0.61	0.24	0.25	0.32	0.24	0.25	0.40
Volume/Cap:	0.99	0.82	0.00	0.82	0.99	0.24	0.99	0.75	0.22	0.75	0.99	0.41
Delay/Veh:	131.3	43.2	0.0	60.2	55.7	10.7	74.7	44.3	29.8	46.4	72.6	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.3	43.2	0.0	60.2	55.7	10.7	74.7	44.3	29.8	46.4	72.6	26.5
LOS by Move:	F	D	A	E	E	B	E	D	C	D	E	C
HCM2kAvgQ:	9	18	0	11	32	5	22	14	4	13	23	8

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #51 Crenshaw Blvd/Torrance Crossroads

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	1! 0	0	0 0	0 0	0
Volume Module:1615-1715												
Base Vol:	56	2019	0	0	2024	358	422	0	70	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	2019	0	0	2024	358	422	0	70	0	0	0
Added Vol:	0	71	0	0	84	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	2090	0	0	2108	358	422	0	70	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:	56	2090	0	0	2108	358	422	0	70	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	2090	0	0	2108	358	422	0	70	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	2090	0	0	2108	358	422	0	70	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.76	0.00	0.24	0.00	0.00	0.00
Final Sat.:	1700	5187	0	0	5187	1800	3060	0	437	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.00	0.00	0.41	0.20	0.14	0.00	0.16	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.69	0.69	0.00	0.00	0.69	0.69	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.05	0.58	0.00	0.00	0.59	0.29	0.51	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	5.0	8.4	0.0	0.0	8.4	6.2	31.3	0.0	32.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	8.4	0.0	0.0	8.4	6.2	31.3	0.0	32.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	C	A	A	A
HCM2kAvgQ:	1	12	0	0	13	4	7	0	9	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.2
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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:1700-1800												
Base Vol:	254	1332	21	59	2081	333	459	37	122	42	16	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1332	21	59	2081	333	459	37	122	42	16	72
Added Vol:	12	106	6	8	55	-13	7	4	25	-11	-8	-13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	1438	27	67	2136	320	466	41	147	31	8	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:	266	1438	27	67	2136	320	466	41	147	31	8	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1438	27	67	2136	320	466	41	147	31	8	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
FinalVolume:	266	1438	27	67	2136	320	466	41	147	31	8	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.91	0.95	0.92	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	2.94	0.06	1.00	3.00	1.00	1.84	0.16	1.00	1.60	0.40	1.00
Final Sat.:	3200	5300	100	1700	5187	1800	3217	283	1800	2781	718	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.04	0.41	0.18	0.14	0.14	0.08	0.01	0.01	0.03
Crit Moves:	****				****			****				****
Green/Cycle:	0.12	0.60	0.60	0.09	0.57	0.57	0.20	0.20	0.32	0.05	0.05	0.05
Volume/Cap:	0.72	0.45	0.45	0.45	0.72	0.31	0.72	0.72	0.26	0.25	0.25	0.72
Delay/Veh:	58.0	13.3	13.3	54.2	19.6	13.6	48.4	48.4	30.8	56.1	56.1	83.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	13.3	13.3	54.2	19.6	13.6	48.4	48.4	30.8	56.1	56.1	83.1
LOS by Move:	E	B	B	D	B	B	D	D	C	E	E	F
HCM2kAvgQ:	7	10	10	3	21	6	11	11	4	1	1	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.4
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	2 1	0	1 0	2 1	0	1 0	1! 0	0	1 0	1 0	1
Volume Module:1615-1715												
Base Vol:	33	1231	10	204	1743	149	385	127	43	39	27	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1231	10	204	1743	149	385	127	43	39	27	102
Added Vol:	0	128	0	0	61	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1359	10	204	1804	149	385	127	43	39	27	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:	33	1359	10	204	1804	149	385	127	43	39	27	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1359	10	204	1804	149	385	127	43	39	27	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
FinalVolume:	33	1359	10	204	1804	149	385	127	43	39	27	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.77	0.23	1.54	0.34	0.12	1.00	1.00	1.00
Final Sat.:	1700	5361	39	1700	4988	412	2663	617	209	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.12	0.36	0.36	0.14	0.21	0.21	0.02	0.02	0.06
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.37	0.37	0.18	0.52	0.52	0.29	0.29	0.29	0.08	0.08	0.08
Volume/Cap:	0.70	0.69	0.69	0.69	0.70	0.70	0.49	0.70	0.70	0.28	0.19	0.70
Delay/Veh:	85.7	27.6	27.6	45.2	19.1	19.1	29.5	34.2	34.2	44.4	43.5	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	27.6	27.6	45.2	19.1	19.1	29.5	34.2	34.2	44.4	43.5	58.8
LOS by Move:	F	C	C	D	B	B	C	C	C	D	D	E
HCM2kAvgQ:	2	13	13	8	17	17	7	12	12	2	1	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 53.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			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	2 0	2 1	0	2 0	2 1	0	2 0	2 1	0
Volume Module:1630-1730												
Base Vol:	77	894	464	789	1093	163	467	1158	74	404	1351	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	894	464	789	1093	163	467	1158	74	404	1351	335
Added Vol:	5	93	7	28	38	-5	3	14	5	7	21	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	987	471	817	1131	158	470	1172	79	411	1372	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:	82	987	471	817	1131	158	470	1172	79	411	1372	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	987	471	817	1131	158	470	1172	79	411	1372	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
FinalVolume:	82	987	471	817	1131	158	470	1172	79	411	1372	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.63	0.37	2.00	2.81	0.19	2.00	2.37	0.63
Final Sat.:	1700	5187	1800	3200	4738	662	3200	5059	341	3200	4260	1140
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.26	0.26	0.24	0.24	0.15	0.23	0.23	0.13	0.32	0.32
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.19	0.36	0.26	0.38	0.38	0.15	0.31	0.31	0.17	0.33	0.33
Volume/Cap:	0.63	0.98	0.72	0.98	0.63	0.63	0.98	0.75	0.75	0.75	0.98	0.98
Delay/Veh:	63.4	71.6	36.6	70.2	31.1	31.1	86.6	39.4	39.4	53.2	56.6	56.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	71.6	36.6	70.2	31.1	31.1	86.6	39.4	39.4	53.2	56.6	56.6
LOS by Move:	E	E	D	E	C	C	F	D	D	D	E	E
HCM2kAvgQ:	4	18	17	23	14	14	15	16	16	10	28	28

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.8
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:1600-1700												
Base Vol:	0	1286	27	156	1323	0	0	0	0	44	0	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1286	27	156	1323	0	0	0	0	44	0	82
Added Vol:	0	105	0	0	50	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1391	27	156	1373	0	0	0	0	44	0	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1391	27	156	1373	0	0	0	0	44	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1391	27	156	1373	0	0	0	0	44	0	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
FinalVolume:	0	1391	27	156	1373	0	0	0	0	44	0	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.94	0.06	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	5297	103	1700	5187	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.09	0.26	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:					****							****
Green/Cycle:	0.00	0.82	0.82	0.82	0.82	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Volume/Cap:	0.00	0.32	0.32	0.11	0.32	0.00	0.00	0.00	0.00	0.18	0.00	0.32
Delay/Veh:	0.0	2.3	2.3	1.8	2.3	0.0	0.0	0.0	0.0	38.2	0.0	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.3	2.3	1.8	2.3	0.0	0.0	0.0	0.0	38.2	0.0	39.4
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	4	4	1	4	0	0	0	0	1	0	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.6
Optimal Cycle: 35 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:1600-1700												
Base Vol:	102	865	46	364	1114	152	237	239	55	28	214	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	865	46	364	1114	152	237	239	55	28	214	329
Added Vol:	1	99	0	0	44	6	6	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	964	46	364	1158	158	243	239	56	28	214	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	964	46	364	1158	158	243	239	56	28	214	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	964	46	364	1158	158	243	239	56	28	214	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	964	46	364	1158	158	243	239	56	28	214	329
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.86	0.14	1.00	2.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	5154	246	1700	4752	648	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.21	0.24	0.24	0.14	0.13	0.03	0.02	0.12	0.18
Crit Moves:		****		****								****
Green/Cycle:	0.13	0.30	0.30	0.34	0.52	0.52	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.47	0.62	0.62	0.62	0.47	0.47	0.49	0.45	0.11	0.06	0.40	0.62
Delay/Veh:	42.0	30.8	30.8	29.4	15.5	15.5	29.8	29.3	25.8	25.4	28.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	30.8	30.8	29.4	15.5	15.5	29.8	29.3	25.8	25.4	28.8	32.8
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	11	9	9	7	7	1	1	6	10

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.0
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1700-1800												
Base Vol:	67	38	112	312	34	24	81	1308	52	178	1264	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	38	112	312	34	24	81	1308	52	178	1264	249
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	38	112	312	34	24	81	1313	52	178	1269	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:	67	38	112	312	34	24	81	1313	52	178	1269	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	38	112	312	34	24	81	1313	52	178	1269	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
FinalVolume:	67	38	112	312	34	24	81	1313	52	178	1269	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95	0.84	0.91	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	5187	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.06	0.18	0.01	0.01	0.05	0.25	0.03	0.06	0.24	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.30	0.10	0.10	0.30	0.10	0.10	0.08	0.42	0.42	0.09	0.43	0.43
Volume/Cap:	0.13	0.20	0.60	0.60	0.09	0.13	0.57	0.60	0.07	0.60	0.57	0.32
Delay/Veh:	25.3	41.2	47.0	31.6	40.7	41.1	49.6	23.0	17.4	47.1	22.0	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	41.2	47.0	31.6	40.7	41.1	49.6	23.0	17.4	47.1	22.0	19.2
LOS by Move:	C	D	D	C	D	D	D	C	B	D	C	B
HCM2kAvgQ:	2	1	4	10	1	1	4	12	1	4	11	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module: 1645-1745												
Base Vol:	101	2	212	18	7	12	26	1484	55	271	1298	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	2	212	18	7	12	26	1484	55	271	1298	17
Added Vol:	0	0	0	0	0	0	0	5	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	2	212	18	7	12	26	1489	55	271	1303	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	2	212	18	7	12	26	1489	55	271	1303	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2	212	18	7	12	26	1489	55	271	1303	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	2	212	18	7	12	26	1489	55	271	1303	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.91	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5187	1800	1700	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.01	0.00	0.01	0.02	0.29	0.03	0.16	0.25	0.01
Crit Moves:			****					****				
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.21	0.00	0.42	0.04	0.01	0.02	0.02	0.42	0.04	0.23	0.37	0.01
Delay/Veh:	27.8	26.0	30.0	26.3	26.1	26.2	5.2	7.2	5.3	6.2	6.9	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	26.0	30.0	26.3	26.1	26.2	5.2	7.2	5.3	6.2	6.9	5.2
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	0	6	0	0	0	0	8	1	4	6	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 35.1
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:	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: 1645-1745												
Base Vol:	0	0	0	188	0	174	159	1865	0	0	1893	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	188	0	174	159	1865	0	0	1893	110
Added Vol:	0	0	0	0	0	0	0	138	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	188	0	174	159	2003	0	0	1940	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:	0	0	0	188	0	174	159	2003	0	0	1940	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	188	0	174	159	2003	0	0	1940	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
FinalVolume:	0	0	0	188	0	174	159	2003	0	0	1940	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.91	0.95	0.89	0.91	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1800	1700	5187	0	0	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.09	0.39	0.00	0.00	0.37	0.06
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.42	0.42	0.00	0.00	0.41	0.52
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.91	0.22	0.91	0.00	0.00	0.91	0.12
Delay/Veh:	0.0	0.0	0.0	44.5	0.0	85.3	18.5	33.3	0.0	0.0	34.2	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.5	0.0	85.3	18.5	33.3	0.0	0.0	34.2	12.5
LOS by Move:	A	A	A	D	A	F	B	C	A	A	C	B
HCM2kAvgQ:	0	0	0	4	0	9	3	25	0	0	25	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:1645-1745												
Base Vol:	9	15	108	38	39	42	12	1484	23	88	1558	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	15	108	38	39	42	12	1484	23	88	1558	16
Added Vol:	0	0	1	0	0	0	0	21	0	2	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	15	109	38	39	42	12	1505	23	90	1576	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:	9	15	109	38	39	42	12	1505	23	90	1576	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	15	109	38	39	42	12	1505	23	90	1576	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
FinalVolume:	9	15	109	38	39	42	12	1505	23	90	1576	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.37	0.63	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.97	0.03
Final Sat.:	675	1125	1800	1700	1800	1800	1700	5319	81	1700	5346	54
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.06	0.02	0.02	0.02	0.01	0.28	0.28	0.05	0.29	0.29
Crit Moves:			****					****		****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.67	0.67	0.13	0.78	0.78
Volume/Cap:	0.09	0.09	0.42	0.16	0.15	0.16	0.38	0.42	0.42	0.42	0.38	0.38
Delay/Veh:	37.3	37.3	40.1	37.8	37.8	37.8	55.9	7.6	7.6	41.7	3.6	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	37.3	40.1	37.8	37.8	37.8	55.9	7.6	7.6	41.7	3.6	3.6
LOS by Move:	D	D	D	D	D	D	E	A	A	D	A	A
HCM2kAvgQ:	1	1	4	1	1	1	1	8	8	3	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 17 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1700-1800												
Base Vol:	0	0	0	1	0	62	83	543	0	0	962	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	62	83	543	0	0	962	1
Added Vol:	0	0	0	2	0	0	0	1	0	0	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	62	83	544	0	0	969	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:	0	0	0	3	0	62	83	544	0	0	969	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	62	83	544	0	0	969	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
FinalVolume:	0	0	0	3	0	62	83	544	0	0	969	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	0.05	0.00	0.95	0.26	1.74	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	83	0	1717	477	3123	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.17	0.17	0.00	0.00	0.27	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.85	0.85	0.00	0.00	0.85	0.85
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.32	0.21	0.21	0.00	0.00	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	41.7	0.0	41.7	1.5	1.5	0.0	0.0	1.7	1.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.7	0.0	41.7	1.5	1.5	0.0	0.0	1.7	1.2
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	2	2	2	0	0	3	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	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:1615-1715												
Base Vol:	238	7	167	118	4	208	59	1205	100	77	1104	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	7	167	118	4	208	59	1205	100	77	1104	26
Added Vol:	0	0	0	0	0	0	0	67	0	0	159	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	7	167	118	4	208	59	1272	100	77	1263	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:	238	7	167	118	4	208	59	1272	100	77	1263	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	7	167	118	4	208	59	1272	100	77	1263	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
FinalVolume:	238	7	167	118	4	208	59	1272	100	77	1263	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.94	0.06	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3400	100	1800	1700	34	1766	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.09	0.07	0.12	0.12	0.03	0.35	0.06	0.05	0.35	0.01
Crit Moves:			****			****		****		****		
Green/Cycle:	0.14	0.14	0.14	0.18	0.18	0.18	0.05	0.53	0.53	0.07	0.55	0.55
Volume/Cap:	0.50	0.50	0.66	0.39	0.66	0.66	0.64	0.66	0.10	0.66	0.64	0.03
Delay/Veh:	40.6	40.6	47.2	37.2	43.4	43.4	60.6	17.7	11.6	58.8	16.5	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	47.2	37.2	43.4	43.4	60.6	17.7	11.6	58.8	16.5	10.4
LOS by Move:	D	D	D	D	D	D	E	B	B	E	B	B
HCM2kAvgQ:	4	4	6	4	8	8	3	15	2	4	15	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1645-1745												
Base Vol:	0	0	0	3	0	23	0	1459	23	0	1758	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	23	0	1459	23	0	1758	0
Added Vol:	0	0	0	0	0	0	0	13	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	23	0	1472	23	0	1846	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	3	0	23	0	1472	23	0	1846	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	23	0	1472	23	0	1846	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	23	0	1472	23	0	1846	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.97	0.03	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1800	0	3545	55	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.42	0.42	0.00	0.51	0.00
Crit Moves:						****					****	
Green/Cycle:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.94	0.94	0.00	0.94	0.00
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.55	0.00	0.44	0.44	0.00	0.55	0.00
Delay/Veh:	0.0	0.0	0.0	48.5	0.0	62.6	0.0	0.4	0.4	0.0	0.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.5	0.0	62.6	0.0	0.4	0.4	0.0	0.6	0.0
LOS by Move:	A	A	A	D	A	E	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	2	0	3	3	0	5	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:1600-1700												
Base Vol:	0	0	0	116	0	33	64	618	0	0	790	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	116	0	33	64	618	0	0	790	141
Added Vol:	0	0	0	0	0	0	0	22	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	116	0	33	64	640	0	0	809	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	33	64	640	0	0	809	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	33	64	640	0	0	809	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
FinalVolume:	0	0	0	116	0	33	64	640	0	0	809	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.04	0.18	0.00	0.00	0.22	0.08
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.22	0.00	0.22	0.74	0.74	0.00	0.00	0.74	0.74
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.08	0.05	0.24	0.00	0.00	0.31	0.11
Delay/Veh:	0.0	0.0	0.0	32.8	0.0	30.8	3.6	4.3	0.0	0.0	4.5	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.8	0.0	30.8	3.6	4.3	0.0	0.0	4.5	3.8
LOS by Move:	A	A	A	C	A	C	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	1	3	0	0	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1700-1800												
Base Vol:	54	48	83	111	61	24	28	1101	54	126	1362	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	48	83	111	61	24	28	1101	54	126	1362	127
Added Vol:	0	0	0	0	0	0	0	36	0	0	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	48	83	111	61	24	28	1137	54	126	1397	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:	54	48	83	111	61	24	28	1137	54	126	1397	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	48	83	111	61	24	28	1137	54	126	1397	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
FinalVolume:	54	48	83	111	61	24	28	1137	54	126	1397	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.53	0.47	1.00	0.65	0.35	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	953	847	1800	1162	638	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.10	0.10	0.01	0.02	0.32	0.03	0.07	0.39	0.07
Crit Moves:					****						****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	0.30	0.30	0.24	0.50	0.50	0.07	0.02	0.41	0.04	0.10	0.50	0.09
Delay/Veh:	35.3	35.3	34.8	37.5	37.5	33.4	2.7	4.0	2.7	2.9	4.5	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	34.8	37.5	37.5	33.4	2.7	4.0	2.7	2.9	4.5	2.9
LOS by Move:	D	D	C	D	D	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	5	5	1	0	6	0	1	9	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 3.1
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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:1645-1745																				
Base Vol:	34		0		83	0		0		0	0		1543		38	33		1577		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	34		0		83	0		0		0	0		1543		38	33		1577		0
Added Vol:	0		0		0	0		0		0	0		39		0	0		48		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	34		0		83	0		0		0	0		1582		38	33		1625		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	34		0		83	0		0		0	0		1582		38	33		1625		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	34		0		83	0		0		0	0		1582		38	33		1625		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	34		0		83	0		0		0	0		1582		38	33		1625		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.89		0.95		0.95	0.89		0.95		0.95	0.89		0.95		0.95	0.89		0.95		0.95
Lanes:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		2.00		1.00	1.00		2.00		0.00
Final Sat.:	1700		0		1800	0		0		0	0		3600		1800	1700		3600		0
Capacity Analysis Module:																				
Vol/Sat:	0.02		0.00		0.05	0.00		0.00		0.00	0.00		0.44		0.02	0.02		0.45		0.00
Crit Moves:					****													****		
Green/Cycle:	0.09		0.00		0.09	0.00		0.00		0.00	0.00		0.87		0.87	0.87		0.87		0.00
Volume/Cap:	0.22		0.00		0.52	0.00		0.00		0.00	0.00		0.50		0.02	0.02		0.52		0.00
Delay/Veh:	43.1		0.0		46.5	0.0		0.0		0.0	0.0		1.6		0.9	0.9		1.7		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	43.1		0.0		46.5	0.0		0.0		0.0	0.0		1.6		0.9	0.9		1.7		0.0
LOS by Move:	D		A		D	A		A		A	A		A		A	A		A		A
HCM2kAvgQ:	1		0		3	0		0		0	0		6		0	0		7		0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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:1645-1745																				
Base Vol:	85		0		92	4		0		7	3		1568		59	70		1103		2
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	85		0		92	4		0		7	3		1568		59	70		1103		2
Added Vol:	17		0		1	0		0		0	0		26		36	3		60		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	102		0		93	4		0		7	3		1594		95	73		1163		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:	102		0		93	4		0		7	3		1594		95	73		1163		2
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	102		0		93	4		0		7	3		1594		95	73		1163		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
FinalVolume:	102		0		93	4		0		7	3		1594		95	73		1163		2
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.91		0.95		0.95	0.95		0.95		0.95	0.89		0.95		0.95	0.89		0.95		0.95
Lanes:	1.53		0.00		1.47	0.36		0.00		0.64	1.00		2.00		1.00	1.00		2.00		1.00
Final Sat.:	2660		0		2642	655		0		1145	1700		3600		1800	1700		3600		1800
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.00		0.04	0.01		0.00		0.01	0.00		0.44		0.05	0.04		0.32		0.00
Crit Moves:	****					****							****							
Green/Cycle:	0.07		0.00		0.07	0.01		0.00		0.01	0.85		0.85		0.85	0.85		0.85		0.85
Volume/Cap:	0.52		0.00		0.48	0.52		0.00		0.52	0.00		0.52		0.06	0.05		0.38		0.00
Delay/Veh:	45.9		0.0		45.3	69.9		0.0		69.9	1.1		2.1		1.1	1.1		1.6		1.1
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	45.9		0.0		45.3	69.9		0.0		69.9	1.1		2.1		1.1	1.1		1.6		1.1
LOS by Move:	D		A		D	E		A		E	A		A		A	A		A		A
HCM2kAvgQ:	3		0		3	1		0		1	0		7		0	0		4		0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
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: 1645-1745												
Base Vol:	133	11	189	17	13	22	6	2012	16	13	1308	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	11	189	17	13	22	6	2012	16	13	1308	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	11	189	17	13	22	6	2012	16	13	1327	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:	133	11	189	17	13	22	6	2012	16	13	1327	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	11	189	17	13	22	6	2012	16	13	1327	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
FinalVolume:	133	11	189	17	13	22	6	2012	16	13	1327	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	0.37	0.63	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	669	1131	1700	5357	43	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.11	0.01	0.02	0.02	0.00	0.38	0.38	0.01	0.37	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.20	0.20	0.20	0.20	0.20	0.20	0.01	0.72	0.72	0.01	0.73	0.73
Volume/Cap:	0.39	0.03	0.52	0.05	0.10	0.10	0.50	0.52	0.52	0.52	0.50	0.00
Delay/Veh:	35.3	32.1	36.9	32.2	32.6	32.6	80.2	6.3	6.3	66.9	5.9	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	32.1	36.9	32.2	32.6	32.6	80.2	6.3	6.3	66.9	5.9	3.6
LOS by Move:	D	C	D	C	C	C	F	A	A	E	A	A
HCM2kAvgQ:	4	0	6	0	1	1	1	10	10	1	9	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.021
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 64.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			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: 1700-1800												
Base Vol:	203	1786	730	59	1979	99	108	435	40	691	389	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	1786	730	59	1979	99	108	435	40	691	389	104
Added Vol:	0	98	1	1	85	0	0	-43	0	3	-51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1884	731	60	2064	99	108	392	40	694	338	104
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:	203	1884	731	60	2064	99	108	392	40	694	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1884	731	60	2064	99	108	392	40	694	338	0
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
FinalVolume:	203	1884	731	60	2064	99	108	392	40	694	338	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.84	0.92	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.82	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1700	5187	1800	3200	6667	320	1700	3267	333	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.41	0.02	0.31	0.31	0.06	0.12	0.12	0.41	0.09	0.00
Crit Moves:			****	****				****		****		
Green/Cycle:	0.12	0.40	0.40	0.02	0.30	0.30	0.12	0.12	0.12	0.40	0.40	0.00
Volume/Cap:	1.03	0.91	1.02	1.02	1.03	1.03	0.54	1.02	1.02	1.02	0.23	0.00
Delay/Veh:	125.6	40.9	75.2	182.4	70.1	70.1	50.5	97.5	97.5	76.0	23.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	125.6	40.9	75.2	182.4	70.1	70.1	50.5	97.5	97.5	76.0	23.9	0.0
LOS by Move:	F	D	E	F	E	E	D	F	F	E	C	A
HCM2kAvgQ:	13	28	37	3	29	29	5	13	13	37	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 131 Level Of Service: 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:1700-1800												
Base Vol:	212	2123	511	151	1714	16	0	950	233	702	892	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	2123	511	151	1714	16	0	950	233	702	892	65
Added Vol:	2	99	3	1	88	0	0	25	3	1	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	2222	514	152	1802	16	0	975	236	703	910	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:	214	2222	514	152	1802	16	0	975	236	703	910	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	2222	514	152	1802	16	0	975	236	703	910	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
FinalVolume:	214	2222	514	152	1802	16	0	975	236	703	910	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.92	0.95	0.89	0.91	0.95	0.84	0.95	0.95
Lanes:	2.00	3.27	0.73	2.00	3.97	0.03	0.00	3.00	1.00	2.00	1.87	0.13
Final Sat.:	3200	5673	1312	3200	6925	61	0	5187	1800	3200	3360	240
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.05	0.26	0.26	0.00	0.19	0.13	0.22	0.27	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.42	0.42	0.05	0.38	0.38	0.00	0.20	0.20	0.24	0.44	0.44
Volume/Cap:	0.69	0.92	0.92	0.92	0.69	0.69	0.00	0.92	0.64	0.92	0.61	0.61
Delay/Veh:	58.8	38.3	38.3	105.0	32.1	32.1	0.0	60.0	47.7	61.5	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.8	38.3	38.3	105.0	32.1	32.1	0.0	60.0	47.7	61.5	26.4	26.4
LOS by Move:	E	D	D	F	C	C	A	E	D	E	C	C
HCM2kAvgQ:	6	30	30	6	16	16	0	17	9	19	15	15

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 14.6
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 1	0	1 0	4 0	1	1 1	0 0	1	0 1	0 0	1
Volume Module:1700-1800												
Base Vol:	201	2422	32	107	2560	69	200	26	118	30	12	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	2422	32	107	2560	69	200	26	118	30	12	14
Added Vol:	0	104	0	0	92	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	2526	32	107	2652	69	200	26	118	30	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:	201	2526	32	107	2652	69	200	26	118	30	12	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	2526	32	107	2652	69	200	26	118	30	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
FinalVolume:	201	2526	32	107	2652	69	200	26	118	30	12	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.92	0.95	0.89	0.91	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	3.95	0.05	1.00	4.00	1.00	1.78	0.22	1.00	0.71	0.29	1.00
Final Sat.:	3200	6900	87	1700	6916	1800	3097	403	1800	1286	514	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.06	0.38	0.04	0.06	0.06	0.07	0.02	0.02	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.64	0.64	0.11	0.64	0.64	0.11	0.11	0.11	0.04	0.04	0.04
Volume/Cap:	0.59	0.57	0.57	0.57	0.59	0.06	0.59	0.59	0.59	0.59	0.59	0.20
Delay/Veh:	45.5	10.4	10.4	46.5	10.4	6.6	44.6	44.6	47.2	60.2	60.2	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	10.4	10.4	46.5	10.4	6.6	44.6	44.6	47.2	60.2	60.2	47.9
LOS by Move:	D	B	B	D	B	A	D	D	D	E	E	D
HCM2kAvgQ:	4	12	12	4	13	1	5	5	5	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1700-1800												
Base Vol:	304	2607	97	195	2776	64	41	481	21	143	461	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	2607	97	195	2776	64	41	481	21	143	461	64
Added Vol:	0	102	0	1	89	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	2709	97	196	2865	64	41	481	21	144	461	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:	304	2709	97	196	2865	64	41	481	21	144	461	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	2709	97	196	2865	64	41	481	21	144	461	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
FinalVolume:	304	2709	97	196	2865	64	41	481	21	144	461	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.87	0.13	1.00	3.92	0.08	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1700	6745	242	1700	6834	153	1700	3600	1800	1700	3155	445
Capacity Analysis Module:												
Vol/Sat:	0.18	0.40	0.40	0.12	0.42	0.42	0.02	0.13	0.01	0.08	0.15	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.22	0.58	0.58	0.17	0.53	0.53	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.80	0.69	0.69	0.69	0.80	0.80	0.13	0.73	0.06	0.46	0.80	0.80
Delay/Veh:	55.2	18.0	18.0	54.0	24.5	24.5	41.2	50.3	40.6	44.8	53.6	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	18.0	18.0	54.0	24.5	24.5	41.2	50.3	40.6	44.8	53.6	53.6
LOS by Move:	E	B	B	D	C	C	D	D	D	D	D	D
HCM2kAvgQ:	14	20	20	9	25	25	1	10	1	6	12	12

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	1 0	0 1	0	0 1	0 1	0	0 1
Volume Module:1700-1800												
Base Vol:	114	2849	101	35	2799	4	16	4	57	99	5	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	2849	101	35	2799	4	16	4	57	99	5	26
Added Vol:	3	104	0	0	89	2	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	2953	101	35	2888	6	16	4	59	99	5	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:	117	2953	101	35	2888	6	16	4	59	99	5	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2953	101	35	2888	6	16	4	59	99	5	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
FinalVolume:	117	2953	101	35	2888	6	16	4	59	99	5	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.87	0.13	1.00	3.99	0.01	0.80	0.20	1.00	0.95	0.05	1.00
Final Sat.:	1700	6756	231	1700	6973	14	1440	360	1800	1713	87	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.02	0.41	0.41	0.01	0.01	0.03	0.06	0.06	0.01
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.78	0.78	0.04	0.70	0.70	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.59	0.56	0.56	0.56	0.59	0.59	0.11	0.11	0.33	0.59	0.59	0.15
Delay/Veh:	46.4	4.2	4.2	58.0	7.6	7.6	41.4	41.4	43.1	48.2	48.2	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	4.2	4.2	58.0	7.6	7.6	41.4	41.4	43.1	48.2	48.2	41.6
LOS by Move:	D	A	A	E	A	A	D	D	D	D	D	D
HCM2kAvgQ:	5	10	10	2	12	12	1	1	2	4	4	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.986
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.6
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1700-1800											
Base Vol:	549	2480	446	78	2129	244	196	687	556	379	840	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	549	2480	446	78	2129	244	196	687	556	379	840	93
Added Vol:	3	89	1	1	74	16	17	35	4	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	552	2569	447	79	2203	260	213	722	560	379	873	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:	552	2569	447	79	2203	260	213	722	560	379	873	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	2569	447	79	2203	260	213	722	560	379	873	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
FinalVolume:	552	2569	447	79	2203	260	213	722	560	379	873	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6916	1800	3200	6916	1800	3200	3600	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.25	0.02	0.32	0.14	0.07	0.20	0.31	0.12	0.24	0.05
Crit Moves:	****				****				****	****		
Green/Cycle:	0.17	0.47	0.59	0.03	0.32	0.32	0.09	0.32	0.32	0.12	0.34	0.34
Volume/Cap:	0.99	0.80	0.42	0.80	0.99	0.45	0.71	0.64	0.99	0.99	0.71	0.15
Delay/Veh:	83.8	28.6	13.9	92.4	56.2	32.7	60.5	36.4	75.0	94.8	36.3	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.8	28.6	13.9	92.4	56.2	32.7	60.5	36.4	75.0	94.8	36.3	27.5
LOS by Move:	F	C	B	F	E	C	E	D	E	F	D	C
HCM2kAvgQ:	17	23	9	3	28	8	6	13	28	13	16	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1700-1800											
Base Vol:	31	2662	129	186	2628	18	4	9	40	91	10	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	2662	129	186	2628	18	4	9	40	91	10	150
Added Vol:	0	93	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	2755	129	186	2706	18	4	9	40	91	10	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2755	129	186	2706	18	4	9	40	91	10	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2755	129	186	2706	18	4	9	40	91	10	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	2755	129	186	2706	18	4	9	40	91	10	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.84	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.97	0.03	0.31	0.69	1.00	0.90	0.10	1.00
Final Sat.:	1700	6916	1800	3200	6941	46	554	1246	1800	1622	178	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.07	0.06	0.39	0.39	0.01	0.01	0.02	0.06	0.06	0.08
Crit Moves:		****		****								****
Green/Cycle:	0.04	0.69	0.69	0.10	0.76	0.76	0.15	0.15	0.15	0.15	0.15	0.15
Volume/Cap:	0.51	0.57	0.10	0.57	0.51	0.51	0.05	0.05	0.15	0.39	0.39	0.57
Delay/Veh:	54.7	8.0	5.1	45.4	4.8	4.8	36.9	36.9	37.6	39.7	39.7	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	8.0	5.1	45.4	4.8	4.8	36.9	36.9	37.6	39.7	39.7	43.0
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	12	1	4	9	9	0	0	1	3	3	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	2 0	3 1	0	0 1	0 0	1	0 1	0 1	0
Volume Module:1700-1800												
Base Vol:	73	2418	233	76	2266	19	9	15	89	257	26	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	2418	233	76	2266	19	9	15	89	257	26	80
Added Vol:	0	93	0	0	78	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2511	233	76	2344	19	9	15	89	257	26	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:	73	2511	233	76	2344	19	9	15	89	257	26	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	2511	233	76	2344	19	9	15	89	257	26	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
FinalVolume:	73	2511	233	76	2344	19	9	15	89	257	26	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.84	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	4.00	1.00	2.00	3.97	0.03	0.37	0.63	1.00	1.00	0.25	0.75
Final Sat.:	1700	6916	1800	3200	6931	56	675	1125	1800	1800	442	1358
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.13	0.02	0.34	0.34	0.01	0.01	0.05	0.14	0.06	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.08	0.63	0.63	0.04	0.59	0.59	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.57	0.58	0.21	0.58	0.57	0.57	0.05	0.05	0.20	0.57	0.23	0.23
Delay/Veh:	50.6	11.0	8.0	53.4	12.7	12.7	28.5	28.5	29.7	34.0	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	11.0	8.0	53.4	12.7	12.7	28.5	28.5	29.7	34.0	29.9	29.9
LOS by Move:	D	B	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	13	3	2	12	12	1	1	2	8	3	3

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.5
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			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	3 0	1	2 0	2 0	1
Volume Module:1645-1745												
Base Vol:	197	2020	140	105	2236	74	241	516	177	434	753	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	2020	140	105	2236	74	241	516	177	434	753	173
Added Vol:	1	59	0	0	44	34	34	7	2	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	2079	140	105	2280	108	275	523	179	434	759	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:	198	2079	140	105	2280	108	275	523	179	434	759	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	2079	140	105	2280	108	275	523	179	434	759	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
FinalVolume:	198	2079	140	105	2280	108	275	523	179	434	759	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.84	0.92	0.95	0.84	0.91	0.95	0.84	0.95	0.95
Lanes:	1.00	3.76	0.24	2.00	3.82	0.18	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6546	441	3200	6671	316	3200	5187	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.03	0.34	0.34	0.09	0.10	0.10	0.14	0.21	0.10
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.51	0.51	0.05	0.42	0.42	0.11	0.16	0.16	0.21	0.26	0.31
Volume/Cap:	0.81	0.62	0.62	0.62	0.81	0.81	0.81	0.64	0.64	0.64	0.81	0.31
Delay/Veh:	67.7	21.1	21.1	62.4	32.2	32.2	65.9	49.3	52.1	45.4	46.9	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	21.1	21.1	62.4	32.2	32.2	65.9	49.3	52.1	45.4	46.9	31.6
LOS by Move:	E	C	C	E	C	C	E	D	D	D	D	C
HCM2kAvgQ:	10	16	16	3	23	23	8	8	7	10	16	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1630-1730												
Base Vol:	97	2756	64	75	2908	51	54	115	140	54	59	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	2756	64	75	2908	51	54	115	140	54	59	45
Added Vol:	1	57	2	5	40	1	1	0	1	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	2813	66	80	2948	52	55	115	141	55	59	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:	98	2813	66	80	2948	52	55	115	141	55	59	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	2813	66	80	2948	52	55	115	141	55	59	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
FinalVolume:	98	2813	66	80	2948	52	55	115	141	55	59	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.91	0.09	1.00	3.93	0.07	1.00	0.45	0.55	1.00	0.55	0.45
Final Sat.:	1700	6827	160	1700	6866	121	1700	809	991	1700	993	807
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.05	0.43	0.43	0.03	0.14	0.14	0.03	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.08	0.64	0.64	0.07	0.63	0.63	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.68	0.64	0.64	0.64	0.68	0.68	0.16	0.68	0.68	0.16	0.29	0.29
Delay/Veh:	57.3	11.4	11.4	56.2	12.6	12.6	32.6	41.7	41.7	32.6	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	11.4	11.4	56.2	12.6	12.6	32.6	41.7	41.7	32.6	33.8	33.8
LOS by Move:	E	B	B	E	B	B	C	D	D	C	C	C
HCM2kAvgQ:	5	15	15	4	17	17	2	9	9	2	3	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1700-1800												
Base Vol:	172	2088	129	73	2396	52	50	103	95	87	88	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	2088	129	73	2396	52	50	103	95	87	88	64
Added Vol:	1	56	0	0	38	3	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	2144	129	73	2434	55	53	103	95	87	88	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:	173	2144	129	73	2434	55	53	103	95	87	88	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	2144	129	73	2434	55	53	103	95	87	88	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
FinalVolume:	173	2144	129	73	2434	55	53	103	95	87	88	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.92	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.78	0.22	1.00	3.91	0.09	1.00	0.52	0.48	1.00	0.58	0.42
Final Sat.:	1700	6590	397	1700	6832	154	1700	936	864	1700	1042	758
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.33	0.04	0.36	0.36	0.03	0.11	0.11	0.05	0.08	0.08
Crit Moves:	****				****			****				
Green/Cycle:	0.16	0.66	0.66	0.09	0.58	0.58	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.62	0.50	0.50	0.50	0.62	0.62	0.17	0.62	0.62	0.29	0.47	0.47
Delay/Veh:	43.0	8.9	8.9	46.2	14.2	14.2	35.1	41.6	41.6	36.1	38.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	8.9	8.9	46.2	14.2	14.2	35.1	41.6	41.6	36.1	38.0	38.0
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	6	10	10	3	14	14	2	7	7	3	5	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 42.4
Optimal Cycle: 76 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Ovl			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	4 0	1	2 0	4 0	1
Volume Module:	1700-1800											
Base Vol:	370	1763	274	357	1938	100	479	1101	269	542	1130	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	1763	274	357	1938	100	479	1101	269	542	1130	185
Added Vol:	6	56	0	0	38	0	0	31	6	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	1819	274	357	1976	100	479	1132	275	542	1159	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	1819	274	357	1976	100	479	1132	275	542	1159	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	1819	274	357	1976	100	479	1132	275	542	1159	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	376	1819	274	357	1976	100	479	1132	275	542	1159	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	6916	1800	3200	6916	1800	3200	6916	1800	3200	6916	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.15	0.11	0.29	0.06	0.15	0.16	0.15	0.17	0.17	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.35	0.35	0.15	0.36	0.36	0.20	0.20	0.35	0.21	0.22	0.22
Volume/Cap:	0.80	0.75	0.43	0.75	0.80	0.16	0.77	0.80	0.44	0.80	0.77	0.47
Delay/Veh:	59.2	35.4	30.1	55.2	36.9	26.5	51.3	48.9	30.4	51.9	46.4	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	35.4	30.1	55.2	36.9	26.5	51.3	48.9	30.4	51.9	46.4	41.7
LOS by Move:	E	D	C	E	D	C	D	D	C	D	D	D
HCM2kAvgQ:	10	17	8	9	20	3	12	13	8	13	13	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
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			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:	1700-1800											
Base Vol:	243	2297	50	60	2799	126	50	20	210	200	87	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	243	2297	50	60	2799	126	50	20	210	200	87	79
Added Vol:	0	62	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	2359	50	60	2843	126	50	20	210	200	87	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:	243	2359	50	60	2843	126	50	20	210	200	87	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	2359	50	60	2843	126	50	20	210	200	87	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
FinalVolume:	243	2359	50	60	2843	126	50	20	210	200	87	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.95	0.95	0.95	0.91	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.71	0.29	1.00	1.41	0.59	1.00
Final Sat.:	3200	6916	1800	3200	6916	1800	1286	514	1800	2438	1061	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.03	0.02	0.41	0.07	0.04	0.04	0.12	0.08	0.08	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.68	0.68	0.04	0.61	0.61	0.06	0.06	0.17	0.12	0.12	0.16
Volume/Cap:	0.68	0.50	0.04	0.50	0.68	0.12	0.65	0.65	0.68	0.68	0.68	0.28
Delay/Veh:	47.8	7.8	5.2	50.5	13.6	8.4	58.8	58.8	44.7	46.4	46.4	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	7.8	5.2	50.5	13.6	8.4	58.8	58.8	44.7	46.4	46.4	37.6
LOS by Move:	D	A	A	D	B	A	E	E	D	D	D	D
HCM2kAvgQ:	6	10	1	2	17	2	3	3	8	6	6	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 12.6
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	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module: 1700-1800												
Base Vol:	67	2336	65	153	2904	72	79	29	123	171	43	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	2336	65	153	2904	72	79	29	123	171	43	105
Added Vol:	0	62	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	2398	65	153	2948	72	79	29	123	171	43	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:	67	2398	65	153	2948	72	79	29	123	171	43	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2398	65	153	2948	72	79	29	123	171	43	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
FinalVolume:	67	2398	65	153	2948	72	79	29	123	171	43	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.84	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.90	0.10	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1700	6802	184	3200	6916	1800	1700	1800	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.05	0.43	0.04	0.05	0.02	0.07	0.10	0.02	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.06	0.67	0.67	0.09	0.69	0.69	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.62	0.53	0.53	0.53	0.62	0.06	0.28	0.10	0.42	0.62	0.15	0.36
Delay/Veh:	55.7	8.7	8.7	45.3	8.5	4.9	37.3	35.6	38.3	43.0	35.9	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	8.7	8.7	45.3	8.5	4.9	37.3	35.6	38.3	43.0	35.9	37.7
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	11	11	3	14	1	3	1	4	6	1	3

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.9
Optimal Cycle: 60 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module: 1700-1800												
Base Vol:	192	1951	220	930	2165	52	151	535	66	453	631	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	1951	220	930	2165	52	151	535	66	453	631	251
Added Vol:	1	59	1	0	42	2	3	5	1	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	2010	221	930	2207	54	154	540	67	454	635	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:	193	2010	221	930	2207	54	154	540	67	454	635	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	2010	221	930	2207	54	154	540	67	454	635	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
FinalVolume:	193	2010	221	930	2207	54	154	540	67	454	635	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.97	0.92	0.95	0.89	0.95	0.95	0.84	0.91	0.95
Lanes:	1.00	4.00	1.00	3.00	3.91	0.09	1.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	1700	6916	1800	5529	6820	167	1700	4804	596	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.12	0.17	0.32	0.32	0.09	0.11	0.11	0.14	0.12	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.38	0.38	0.22	0.44	0.44	0.14	0.15	0.15	0.19	0.19	0.41
Volume/Cap:	0.73	0.76	0.32	0.76	0.73	0.73	0.64	0.76	0.76	0.76	0.64	0.34
Delay/Veh:	58.0	33.9	26.5	46.8	28.3	28.3	54.3	53.6	53.6	52.2	46.1	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	33.9	26.5	46.8	28.3	28.3	54.3	53.6	53.6	52.2	46.1	24.4
LOS by Move:	E	C	C	D	C	C	D	D	D	D	D	C
HCM2kAvgQ:	9	19	6	13	19	19	7	9	9	11	9	7

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 10.8
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1645-1745												
Base Vol:	71	2153	103	100	2182	179	125	26	93	131	29	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	2153	103	100	2182	179	125	26	93	131	29	87
Added Vol:	0	61	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2214	103	100	2226	179	125	26	93	131	29	87
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:	71	2214	0	100	2226	179	125	26	93	131	29	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2214	0	100	2226	179	125	26	93	131	29	87
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
FinalVolume:	71	2214	0	100	2226	179	125	26	93	131	29	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.22	0.78	1.00	0.25	0.75
Final Sat.:	3200	6916	1800	3200	6916	1800	1700	393	1407	1800	450	1350
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.00	0.03	0.32	0.10	0.07	0.07	0.07	0.07	0.06	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.05	0.69	0.00	0.07	0.71	0.71	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.45	0.46	0.00	0.46	0.45	0.14	0.47	0.42	0.42	0.46	0.41	0.41
Delay/Veh:	48.3	6.9	0.0	46.4	6.1	4.6	39.6	39.0	39.0	38.9	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	6.9	0.0	46.4	6.1	4.6	39.6	39.0	39.0	38.9	38.4	38.4
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	0	2	8	2	4	4	4	4	4	4

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.910
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 42.7
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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 1	0	3 0	2 1	0
Volume Module:1630-1730												
Base Vol:	264	1791	874	302	1815	307	370	965	133	680	1094	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	1791	874	302	1815	307	370	965	133	680	1094	192
Added Vol:	10	61	40	0	43	1	0	98	5	21	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1852	914	302	1858	308	370	1063	138	701	1120	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	1852	914	302	1858	308	370	1063	138	701	1120	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1852	914	302	1858	308	370	1063	138	701	1120	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	1852	914	302	1858	308	370	1063	138	701	1120	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.97	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.66	0.34	3.00	2.56	0.44
Final Sat.:	3200	6916	1800	3200	6916	1800	3200	4780	620	5529	4610	790
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.51	0.09	0.27	0.17	0.12	0.22	0.22	0.13	0.24	0.24
Crit Moves:			****	****			****				****	
Green/Cycle:	0.13	0.42	0.56	0.10	0.40	0.40	0.13	0.25	0.25	0.14	0.27	0.27
Volume/Cap:	0.68	0.64	0.90	0.91	0.68	0.43	0.91	0.89	0.89	0.89	0.91	0.91
Delay/Veh:	54.7	28.2	34.6	81.0	30.6	26.8	75.7	50.7	50.7	62.2	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	28.2	34.6	81.0	30.6	26.8	75.7	50.7	50.7	62.2	51.4	51.4
LOS by Move:	D	C	C	F	C	C	E	D	D	E	D	D
HCM2kAvgQ:	7	15	35	10	16	9	11	18	18	12	20	20

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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:	1645-1745																							
Base Vol:	112	2858	200				213	2634	65				93	114	44				91	68	45			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	112	2858	200				213	2634	65				93	114	44				91	68	45			
Added Vol:	0	111	0				0	69	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	112	2969	200				213	2703	65				93	114	44				91	68	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:	112	2969	200				213	2703	65				93	114	44				91	68	45			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	112	2969	200				213	2703	65				93	114	44				91	68	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			
FinalVolume:	112	2969	200				213	2703	65				93	114	44				91	68	45			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.92	0.95				0.89	0.92	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	3.76	0.24				1.00	3.91	0.09				0.45	0.55	1.00				0.57	0.43	1.00			
Final Sat.:	1700	6546	441				1700	6823	164				809	991	1800				1030	770	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.45	0.45				0.13	0.40	0.40				0.12	0.12	0.02				0.09	0.09	0.03			
Crit Moves:		****					****							****										
Green/Cycle:	0.11	0.60	0.60				0.17	0.66	0.66				0.15	0.15	0.15				0.15	0.15	0.15			
Volume/Cap:	0.60	0.75	0.75				0.75	0.60	0.60				0.75	0.75	0.16				0.58	0.58	0.16			
Delay/Veh:	47.9	15.3	15.3				50.7	9.9	9.9				51.8	51.8	37.1				42.5	42.5	37.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	47.9	15.3	15.3				50.7	9.9	9.9				51.8	51.8	37.1				42.5	42.5	37.1			
LOS by Move:	D	B	B				D	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	5	20	20				9	13	13				8	8	1				6	6	1			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 49.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	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	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:	1700-1800																							
Base Vol:	267	2260	110				399	2062	134				124	577	163				263	734	596			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	267	2260	110				399	2062	134				124	577	163				263	734	596			
Added Vol:	7	40	22				30	38	0				0	15	7				48	39	71			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	274	2300	132				429	2100	134				124	592	170				311	773	667			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	274	2300	132				429	2100	134				124	592	170				311	773	667			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	274	2300	132				429	2100	134				124	592	170				311	773	667			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	274	2300	132				429	2100	134				124	592	170				311	773	667			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.92	0.95				0.84	0.91	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	3.79	0.21				2.00	3.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	6607	379				3200	5187	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.35	0.35				0.13	0.40	0.07				0.07	0.16	0.09				0.18	0.21	0.37			
Crit Moves:	****							****						****					****					
Green/Cycle:	0.16	0.42	0.42				0.16	0.41	0.41				0.08	0.17	0.17				0.19	0.27	0.43			
Volume/Cap:	0.98	0.83	0.83				0.83	0.98	0.18				0.87	0.98	0.56				0.98	0.79	0.86			
Delay/Veh:	97.6	33.4	33.4				60.0	49.3	22.4				94.6	80.8	48.3				93.1	45.0	40.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	97.6	33.4	33.4				60.0	49.3	22.4				94.6	80.8	48.3				93.1	45.0	40.1			
LOS by Move:	F	C	C				E	D	C				F	F	D				F	D	D			
HCM2kAvgQ:	16	24	24				12	34	3				8	16	7				18	16	26			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 28.5
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			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:1700-1800												
Base Vol:	38	1848	101	232	2033	61	49	21	30	338	54	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1848	101	232	2033	61	49	21	30	338	54	288
Added Vol:	0	68	19	0	93	0	0	0	0	-6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1916	120	232	2126	61	49	21	30	332	54	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:	38	1916	120	232	2126	61	49	21	30	332	54	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1916	120	232	2126	61	49	21	30	332	54	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
FinalVolume:	38	1916	120	232	2126	61	49	21	30	332	54	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.77	0.23	1.00	3.00	1.00	1.00	0.41	0.59	1.00	0.32	1.68
Final Sat.:	1700	6575	412	1700	5187	1800	1700	741	1059	1700	568	3032
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.14	0.41	0.03	0.03	0.03	0.03	0.20	0.10	0.10
Crit Moves:	****				****		****			****		
Green/Cycle:	0.03	0.41	0.41	0.19	0.57	0.57	0.04	0.04	0.04	0.27	0.27	0.47
Volume/Cap:	0.72	0.71	0.71	0.71	0.72	0.06	0.72	0.70	0.70	0.72	0.35	0.20
Delay/Veh:	94.8	30.2	30.2	52.3	19.4	11.4	87.1	83.7	83.7	44.7	35.3	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.8	30.2	30.2	52.3	19.4	11.4	87.1	83.7	83.7	44.7	35.3	19.0
LOS by Move:	F	C	C	D	B	B	F	F	F	D	D	B
HCM2kAvgQ:	3	18	18	10	21	1	3	3	3	13	5	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 46.6
Optimal Cycle: 94 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 1	0	2 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:1700-1800												
Base Vol:	290	984	67	383	1346	430	242	917	275	295	1177	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	984	67	383	1346	430	242	917	275	295	1177	356
Added Vol:	10	54	1	1	59	28	34	19	12	1	15	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1038	68	384	1405	458	276	936	287	296	1192	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:	300	1038	68	384	1405	458	276	936	287	296	1192	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1038	68	384	1405	458	276	936	287	296	1192	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
FinalVolume:	300	1038	68	384	1405	458	276	936	287	296	1192	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.91	0.95	0.89	0.91	0.95	0.89	0.91	0.95
Lanes:	2.00	2.82	0.18	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	5068	332	3200	5187	1800	1700	5187	1800	1700	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.20	0.12	0.27	0.25	0.16	0.18	0.16	0.17	0.23	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.27	0.27	0.16	0.32	0.32	0.19	0.24	0.24	0.23	0.27	0.27
Volume/Cap:	0.84	0.75	0.75	0.75	0.84	0.79	0.84	0.76	0.67	0.76	0.84	0.73
Delay/Veh:	68.5	42.0	42.0	54.1	41.8	44.2	64.0	45.4	45.7	51.7	45.8	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.5	42.0	42.0	54.1	41.8	44.2	64.0	45.4	45.7	51.7	45.8	44.9
LOS by Move:	E	D	D	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	9	14	14	10	20	18	13	13	11	13	18	14

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:1700-1800												
Base Vol:	10	1431	18	20	2016	22	22	17	14	14	18	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1431	18	20	2016	22	22	17	14	14	18	27
Added Vol:	0	62	1	5	68	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1493	19	25	2084	22	22	17	14	14	18	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1493	19	25	2084	22	22	17	14	14	18	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1493	19	25	2084	22	22	17	14	14	18	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1493	19	25	2084	22	22	17	14	14	18	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.56	0.44	1.00	0.44	0.56	1.00
Final Sat.:	1700	5332	68	1700	5344	56	1015	785	1800	787	1012	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.01	0.39	0.39	0.02	0.02	0.01	0.02	0.02	0.02
Crit Moves:					****			****				
Green/Cycle:	0.91	0.91	0.91	0.91	0.91	0.91	0.05	0.05	0.05	0.05	0.05	0.05
Volume/Cap:	0.01	0.31	0.31	0.02	0.43	0.43	0.43	0.43	0.15	0.35	0.35	0.33
Delay/Veh:	0.4	0.6	0.6	0.4	0.7	0.7	49.3	49.3	46.2	48.2	48.2	48.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.4	0.6	0.6	0.4	0.7	0.7	49.3	49.3	46.2	48.2	48.2	48.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	2	2	0	4	4	2	2	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
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:1700-1800												
Base Vol:	14	1379	18	27	1970	40	34	41	32	19	28	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1379	18	27	1970	40	34	41	32	19	28	30
Added Vol:	0	60	0	5	63	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1439	18	32	2033	40	34	41	32	19	28	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:	14	1439	18	32	2033	40	34	41	32	19	28	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1439	18	32	2033	40	34	41	32	19	28	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
FinalVolume:	14	1439	18	32	2033	40	34	41	32	19	28	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.63	0.77	0.60	1.00	1.00	1.00
Final Sat.:	1700	5333	67	1700	5296	104	1144	1379	1077	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.02	0.38	0.38	0.03	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****			****				
Green/Cycle:	0.02	0.82	0.82	0.06	0.86	0.86	0.07	0.07	0.07	0.07	0.07	0.07
Volume/Cap:	0.45	0.33	0.33	0.33	0.45	0.45	0.45	0.45	0.45	0.17	0.23	0.28
Delay/Veh:	58.5	2.3	2.3	47.3	1.8	1.8	46.3	46.3	46.3	44.8	45.3	45.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.5	2.3	2.3	47.3	1.8	1.8	46.3	46.3	46.3	44.8	45.3	45.7
LOS by Move:	E	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	6	6	2	2	2	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.5
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1700-1800												
Base Vol:	44	1220	8	20	1727	286	170	6	50	14	8	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1220	8	20	1727	286	170	6	50	14	8	23
Added Vol:	0	60	0	0	63	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1280	8	20	1790	286	170	6	50	14	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:	44	1280	8	20	1790	286	170	6	50	14	8	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1280	8	20	1790	286	170	6	50	14	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
FinalVolume:	44	1280	8	20	1790	286	170	6	50	14	8	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	0.97	0.03	1.00	0.64	0.36	1.00
Final Sat.:	1700	5187	1800	1700	4656	744	1739	61	1800	1145	655	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.00	0.01	0.38	0.38	0.10	0.10	0.03	0.01	0.01	0.01
Crit Moves:					****			****				
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.03	0.32	0.01	0.02	0.50	0.50	0.50	0.50	0.14	0.06	0.06	0.07
Delay/Veh:	2.8	3.7	2.8	2.8	4.6	4.6	37.1	37.1	33.5	32.9	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.8	3.7	2.8	2.8	4.6	4.6	37.1	37.1	33.5	32.9	32.9	32.9
LOS by Move:	A	A	A	A	A	A	D	D	C	C	C	C
HCM2kAvgQ:	0	5	0	0	9	9	6	6	1	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1700-1800												
Base Vol:	0	996	91	410	1452	33	5	7	0	95	17	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	996	91	410	1452	33	5	7	0	95	17	289
Added Vol:	0	53	1	7	56	0	0	0	0	1	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1049	92	417	1508	33	5	7	0	96	17	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1049	92	417	1508	33	5	7	0	96	17	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1049	92	417	1508	33	5	7	0	96	17	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1049	92	417	1508	33	5	7	0	96	17	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	1.96	0.04	0.42	0.58	1.00	1.00	0.11	1.89
Final Sat.:	1700	3600	1800	3200	3523	77	750	1050	1800	1700	196	3404
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.05	0.13	0.43	0.43	0.01	0.01	0.00	0.06	0.09	0.09
Crit Moves:	****				****						****	
Green/Cycle:	0.00	0.54	0.54	0.24	0.78	0.78	0.16	0.16	0.00	0.16	0.16	0.16
Volume/Cap:	0.00	0.54	0.09	0.54	0.55	0.55	0.04	0.04	0.00	0.36	0.55	0.55
Delay/Veh:	0.0	15.2	11.2	33.9	4.4	4.4	35.7	35.7	0.0	38.3	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	11.2	33.9	4.4	4.4	35.7	35.7	0.0	38.3	39.9	39.9
LOS by Move:	A	B	B	C	A	A	D	D	A	D	D	D
HCM2kAvgQ:	0	11	1	7	10	10	0	0	0	3	5	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.286
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:1700-1800												
Base Vol:	46	0	123	0	0	0	0	638	48	182	710	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	0	123	0	0	0	0	638	48	182	710	0
Added Vol:	3	0	15	0	0	0	0	6	3	14	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	0	138	0	0	0	0	644	51	196	714	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	138	0	0	0	0	644	51	196	714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	0	138	0	0	0	0	644	51	196	714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	0	138	0	0	0	0	644	51	196	714	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3336	264	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.19	0.19	0.12	0.20	0.00
Crit Moves:			****								****	
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.11	0.00	0.29	0.00	0.00	0.00	0.00	0.28	0.28	0.17	0.29	0.00
Delay/Veh:	27.7	0.0	29.4	0.0	0.0	0.0	0.0	5.9	5.9	5.4	6.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	0.0	29.4	0.0	0.0	0.0	0.0	5.9	5.9	5.4	6.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	1	0	4	0	0	0	0	4	4	2	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1615-1715												
Base Vol:	0	0	0	118	0	22	20	1231	0	0	1235	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	118	0	22	20	1231	0	0	1235	159
Added Vol:	0	0	0	4	0	2	2	30	0	0	27	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	24	22	1261	0	0	1262	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:	0	0	0	122	0	24	22	1261	0	0	1262	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	24	22	1261	0	0	1262	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
FinalVolume:	0	0	0	122	0	24	22	1261	0	0	1262	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.01	0.01	0.35	0.00	0.00	0.35	0.09
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.80	0.80	0.00	0.00	0.80	0.80
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.08	0.02	0.44	0.00	0.00	0.44	0.11
Delay/Veh:	0.0	0.0	0.0	38.8	0.0	35.6	2.1	3.3	0.0	0.0	3.3	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.8	0.0	35.6	2.1	3.3	0.0	0.0	3.3	2.3
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	1	0	7	0	0	7	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #97 Hickory Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1700-1800												
Base Vol:	18	37	76	69	41	22	38	1540	30	88	1633	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	37	76	69	41	22	38	1540	30	88	1633	72
Added Vol:	0	0	0	0	0	0	0	39	0	0	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	37	76	69	41	22	38	1579	30	88	1680	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:	18	37	76	69	41	22	38	1579	30	88	1680	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	37	76	69	41	22	38	1579	30	88	1680	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
FinalVolume:	18	37	76	69	41	22	38	1579	30	88	1680	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.33	0.67	1.00	0.63	0.37	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	589	1211	1800	1129	671	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.06	0.06	0.01	0.02	0.44	0.02	0.05	0.47	0.04
Crit Moves:					****						****	
Green/Cycle:	0.11	0.11	0.11	0.11	0.11	0.11	0.85	0.85	0.85	0.85	0.85	0.85
Volume/Cap:	0.27	0.27	0.38	0.55	0.55	0.11	0.03	0.52	0.02	0.06	0.55	0.05
Delay/Veh:	41.5	41.5	42.5	45.3	45.3	40.2	1.2	2.2	1.2	1.2	2.4	1.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	41.5	42.5	45.3	45.3	40.2	1.2	2.2	1.2	1.2	2.4	1.2
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	3	4	4	1	0	7	0	1	8	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 0	1	1 0	2 1	0	1 0	4 0	1
Volume Module:1700-1800												
Base Vol:	49	2	21	13	0	23	50	1793	200	67	1944	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	2	21	13	0	23	50	1793	200	67	1944	31
Added Vol:	0	0	0	0	0	1	1	77	0	1	47	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	2	21	13	0	24	51	1870	200	68	1991	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:	49	2	21	13	0	24	51	1870	200	68	1991	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2	21	13	0	24	51	1870	200	68	1991	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
FinalVolume:	49	2	21	13	0	24	51	1870	200	68	1991	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95
Lanes:	1.00	0.09	0.91	1.00	0.00	1.00	1.00	2.71	0.29	1.00	4.00	1.00
Final Sat.:	1700	157	1643	1700	0	1800	1700	4878	522	1700	6916	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.01	0.00	0.01	0.03	0.38	0.38	0.04	0.29	0.02
Crit Moves:	****							****			****	
Green/Cycle:	0.04	0.04	0.04	0.04	0.00	0.04	0.51	0.51	0.51	0.39	0.39	0.39
Volume/Cap:	0.68	0.33	0.33	0.18	0.00	0.34	0.06	0.74	0.74	0.10	0.74	0.05
Delay/Veh:	70.8	49.6	49.6	47.7	0.0	49.8	12.2	20.2	20.2	19.7	27.6	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	49.6	49.6	47.7	0.0	49.8	12.2	20.2	20.2	19.7	27.6	19.2
LOS by Move:	E	D	D	D	A	D	B	C	C	B	C	B
HCM2kAvgQ:	3	1	1	1	0	1	1	19	19	1	16	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.3
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	1		1	0	1!	0	0		0	0	2	0	1		0	0	2	0	0	
Volume Module:1700-1800																								
Base Vol:	0		0		15		776		0		133		0		1170		26		0		1043		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		15		776		0		133		0		1170		26		0		1043		0	
Added Vol:	0		0		1		16		1		3		0		-41		0		0		-51		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		16		792		1		136		0		1129		26		0		992		0	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	0		0		16		792		1		136		0		1129		26		0		992		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		16		792		1		136		0		1129		26		0		992		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	0		0		16		792		1		136		0		1129		26		0		992		0	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.92		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00		0.00		1.00		1.75		0.01		0.24		0.00		2.00		1.00		0.00		2.00		0.00	
Final Sat.:	0		0		1800		3046		3		448		0		3600		1800		0		3600		0	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.26		0.30		0.30		0.00		0.31		0.01		0.00		0.28		0.00	
Crit Moves:									****						****									
Green/Cycle:	0.00		0.00		0.47		0.47		0.47		0.47		0.00		0.49		0.49		0.00		0.49		0.00	
Volume/Cap:	0.00		0.00		0.02		0.55		0.64		0.64		0.00		0.64		0.03		0.00		0.56		0.00	
Delay/Veh:	0.0		0.0		14.1		19.2		21.0		21.0		0.0		19.9		13.3		0.0		18.5		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		0.0		14.1		19.2		21.0		21.0		0.0		19.9		13.3		0.0		18.5		0.0	
LOS by Move:	A		A		B		B		C		C		A		B		B		A		B		A	
HCM2kAvgQ:	0		0		0		11		14		14		0		14		0		0		12		0	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 29 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Split Phase						Split Phase					
Rights:	Include						Include						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	1	0	0		0	0	2	0	1	
Volume Module:1645-1745																								
Base Vol:	0		0		0		0		0		1001		0		0		0		0		1098		199	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		0		1001		0		0		0		0		1098		199	
Added Vol:	0		0		0		0		0		4		0		25		0		0		15		-2	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		0		1005		0		25		0		0		1113		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:	0		0		0		0		0		1005		0		25		0		0		1113		197	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		0		0		1005		0		25		0		0		1113		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	
FinalVolume:	0		0		0		0		0		1005		0		25		0		0		1113		197	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95		0.89		0.95		0.95	
Lanes:	0.00		0.00		0.00		0.00		0.00		2.00		0.00		1.00		0.00		0.00		2.00		1.00	
Final Sat.:	0		0		0		0		0		3600		0		1800		0		0		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.00		0.00		0.28		0.00		0.01		0.00		0.00		0.31		0.11	
Crit Moves:											****				****						****			
Green/Cycle:	0.00		0.00		0.00		0.00		0.00		0.45		0.00		0.02		0.00		0.00		0.49		0.49	
Volume/Cap:	0.00		0.00		0.00		0.00		0.00		0.63		0.00		0.63		0.00		0.00		0.63		0.22	
Delay/Veh:	0.0		0.0		0.0		0.0		0.0		22.2		0.0		76.1		0.0		0.0		19.3		14.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		0.0		0.0		0.0		0.0		22.2		0.0		76.1		0.0		0.0		19.3		14.6	
LOS by Move:	A		A		A		A		A		C		A		E		A		A		B		B	
HCM2kAvgQ:	0		0		0		0		0		13		0		2		0		0		14		4	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module:1700-1800												
Base Vol:	954	0	10	0	0	0	0	571	737	58	634	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	954	0	10	0	0	0	0	571	737	58	634	0
Added Vol:	25	0	0	0	0	0	0	19	27	6	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	979	0	10	0	0	0	0	590	764	64	645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	979	0	10	0	0	0	0	590	764	64	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	979	0	10	0	0	0	0	590	764	64	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	979	0	10	0	0	0	0	590	764	64	645	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3465	0	35	0	0	0	0	1800	1800	1700	1800	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.33	0.42	0.04	0.36	0.00
Crit Moves:			****						****			
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.57	0.57	0.57	0.57	0.00
Volume/Cap:	0.73	0.00	0.74	0.00	0.00	0.00	0.00	0.57	0.74	0.07	0.62	0.00
Delay/Veh:	28.4	0.0	28.6	0.0	0.0	0.0	0.0	13.8	17.4	9.5	15.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	0.0	28.6	0.0	0.0	0.0	0.0	13.8	17.4	9.5	15.3	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	A	B	A
HCM2kAvgQ:	15	0	16	0	0	0	0	12	19	1	14	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 29.3
Optimal Cycle: 148 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:1645-1745												
Base Vol:	406	2065	0	0	1435	251	120	0	848	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	2065	0	0	1435	251	120	0	848	0	0	0
Added Vol:	4	91	0	0	51	8	7	0	115	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	2156	0	0	1486	259	127	0	963	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:	410	2156	0	0	1486	259	127	0	963	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	2156	0	0	1486	259	127	0	963	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	2156	0	0	1486	259	127	0	963	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	0.00	0.00	2.55	0.45	0.21	0.00	1.79	0.00	0.00	0.00
Final Sat.:	1700	5187	0	0	4599	801	376	0	3224	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.42	0.00	0.00	0.32	0.32	0.34	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.59	0.00	0.00	0.34	0.34	0.35	0.00	0.60	0.00	0.00	0.00
Volume/Cap:	0.96	0.71	0.00	0.00	0.96	0.96	0.96	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	70.2	15.3	0.0	0.0	45.4	45.4	49.6	0.0	11.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	15.3	0.0	0.0	45.4	45.4	49.6	0.0	11.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	D	A	B	A	A	A
HCM2kAvgQ:	19	18	0	0	24	24	25	0	10	0	0	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
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:		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:1645-1745												
Base Vol:	0	1588	661	31	1059	0	0	0	0	520	0	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1588	661	31	1059	0	0	0	0	520	0	152
Added Vol:	0	11	-26	0	1	0	0	0	0	8	0	-23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1599	635	31	1060	0	0	0	0	528	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	1599	635	31	1060	0	0	0	0	528	0	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1599	635	31	1060	0	0	0	0	528	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
FinalVolume:	0	1599	635	31	1060	0	0	0	0	528	0	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.91	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.68	0.00	0.32
Final Sat.:	0	3600	1800	1700	5187	0	0	0	0	2919	0	577
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.35	0.02	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.22
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.62	0.93	0.03	0.65	0.00	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.00	0.71	0.38	0.71	0.32	0.00	0.00	0.00	0.00	0.58	0.00	0.71
Delay/Veh:	0.0	14.0	0.5	91.8	7.9	0.0	0.0	0.0	0.0	29.6	0.0	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	0.5	91.8	7.9	0.0	0.0	0.0	0.0	29.6	0.0	33.1
LOS by Move:	A	B	A	F	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	18	2	2	5	0	0	0	0	9	0	13

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
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:	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:1700-1800												
Base Vol:	0	0	0	573	0	32	483	1659	0	0	1217	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	573	0	32	483	1659	0	0	1217	240
Added Vol:	0	0	0	18	0	0	-17	17	0	0	19	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	591	0	32	466	1676	0	0	1236	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	591	0	32	466	1676	0	0	1236	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	591	0	32	466	1676	0	0	1236	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	591	0	32	466	1676	0	0	1236	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.92	0.95	0.95	0.84	0.91	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.90	0.00	0.10	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3328	0	171	3200	5187	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.19	0.15	0.32	0.00	0.00	0.34	0.13
Crit Moves:						****		****			****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.21	0.36	0.36	0.00	0.00	0.38	0.38
Volume/Cap:	0.00	0.00	0.00	0.86	0.00	0.91	0.41	0.91	0.00	0.00	0.91	0.35
Delay/Veh:	0.0	0.0	0.0	48.8	0.0	54.7	24.5	37.6	0.0	0.0	38.5	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	48.8	0.0	54.7	24.5	37.6	0.0	0.0	38.5	22.6
LOS by Move:	A	A	A	D	A	D	C	D	A	A	D	C
HCM2kAvgQ:	0	0	0	13	0	14	6	22	0	0	23	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	2 0	2 0	1	1 0	2 0	1
Volume Module:1645-1745												
Base Vol:	56	86	23	273	191	693	556	783	43	105	754	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	86	23	273	191	693	556	783	43	105	754	147
Added Vol:	0	0	0	0	0	0	0	43	0	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	86	23	273	191	693	556	826	43	105	795	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	86	23	273	191	693	556	826	43	105	795	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	86	23	273	191	693	556	826	43	105	795	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	86	23	273	191	693	556	826	43	105	795	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.39	0.61	1.00	0.59	0.41	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	710	1090	1800	1059	741	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.26	0.26	0.39	0.17	0.23	0.02	0.06	0.22	0.08
Crit Moves:					****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.61	0.25	0.44	0.44	0.12	0.31	0.31
Volume/Cap:	0.22	0.22	0.04	0.71	0.71	0.63	0.71	0.52	0.05	0.52	0.71	0.26
Delay/Veh:	22.2	22.2	20.5	30.9	30.9	13.7	37.5	20.8	16.2	44.0	32.6	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	20.5	30.9	30.9	13.7	37.5	20.8	16.2	44.0	32.6	26.1
LOS by Move:	C	C	C	C	C	B	D	C	B	D	C	C
HCM2kAvgQ:	3	3	0	14	14	15	11	10	1	4	13	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.0
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	0 1	0	0 1	0 0	1
Volume Module:1700-1800												
Base Vol:	0	0	0	30	0	60	45	628	0	0	380	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	60	45	628	0	0	380	123
Added Vol:	2	0	6	6	0	2	2	-9	1	5	7	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	6	36	0	62	47	619	1	5	387	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:	2	0	6	36	0	62	47	619	1	5	387	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	6	36	0	62	47	619	1	5	387	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
FinalVolume:	2	0	6	36	0	62	47	619	1	5	387	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	0.25	0.00	0.75	1.00	0.00	1.00	1.00	0.99	0.01	0.01	0.99	1.00
Final Sat.:	450	0	1350	1700	0	1800	1700	1797	3	23	1777	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.03	0.34	0.34	0.22	0.22	0.07
Crit Moves:	****					****		****				
Green/Cycle:	0.01	0.00	0.01	0.09	0.00	0.09	0.86	0.86	0.86	0.86	0.86	0.86
Volume/Cap:	0.40	0.00	0.40	0.25	0.00	0.40	0.03	0.40	0.40	0.25	0.25	0.09
Delay/Veh:	61.7	0.0	61.7	43.5	0.0	44.9	1.0	1.6	1.6	1.3	1.3	1.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	0.0	61.7	43.5	0.0	44.9	1.0	1.6	1.6	1.3	1.3	1.0
LOS by Move:	E	A	E	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	1	0	1	1	0	2	0	4	4	2	2	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1645-1745																							
Base Vol:	22	0	102				0	0	0				0	1982	48				122	1961	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	22	0	102				0	0	0				0	1982	48				122	1961	0			
Added Vol:	0	0	0				0	0	0				0	138	0				0	47	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	22	0	102				0	0	0				0	2120	48				122	2008	0			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	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	0	102				0	0	0				0	2120	48				122	2008	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	22	0	102				0	0	0				0	2120	48				122	2008	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	22	0	102				0	0	0				0	2120	48				122	2008	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.92	0.95				0.89	0.91	0.95			
Lanes:	1.00	0.00	1.00				0.00	0.00	0.00				0.00	3.91	0.09				1.00	3.00	0.00			
Final Sat.:	1700	0	1800				0	0	0				0	6832	155				1700	5187	0			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.00	0.06				0.00	0.00	0.00				0.00	0.31	0.31				0.07	0.39	0.00			
Crit Moves:			****										****							****				
Green/Cycle:	0.12	0.00	0.12				0.00	0.00	0.00				0.00	0.67	0.67				0.15	0.82	0.00			
Volume/Cap:	0.11	0.00	0.47				0.00	0.00	0.00				0.00	0.47	0.47				0.47	0.47	0.00			
Delay/Veh:	39.5	0.0	42.7				0.0	0.0	0.0				0.0	8.2	8.2				39.9	2.7	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	39.5	0.0	42.7				0.0	0.0	0.0				0.0	8.2	8.2				39.9	2.7	0.0			
LOS by Move:	D	A	D				A	A	A				A	A	A				D	A	A			
HCM2kAvgQ:	1	0	4				0	0	0				0	9	9				4	7	0			

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #110 Madison St/Skypark Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	1	1	0		1	0	1	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:	1600-1700																							
Base Vol:	119	344	241				166	250	93				27	428	72				238	704	31			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	119	344	241				166	250	93				27	428	72				238	704	31			
Added Vol:	0	0	0				0	0	0				0	19	0				0	-6	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	119	344	241				166	250	93				27	447	72				238	698	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:	119	344	241				166	250	93				27	447	72				238	698	31			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	119	344	241				166	250	93				27	447	72				238	698	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			
FinalVolume:	119	344	241				166	250	93				27	447	72				238	698	31			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	1.18	0.82				1.00	1.46	0.54				1.00	1.72	0.28				1.00	1.91	0.09			
Final Sat.:	1700	2117	1483				1700	2624	976				1700	3101	499				1700	3447	153			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.16	0.16				0.10	0.10	0.10				0.02	0.14	0.14				0.14	0.20	0.20			
Crit Moves:		****																		****				
Green/Cycle:	0.43	0.43	0.43				0.43	0.43	0.43				0.53	0.53	0.53				0.53	0.53	0.53			
Volume/Cap:	0.16	0.38	0.38				0.23	0.22	0.22				0.03	0.27	0.27				0.26	0.38	0.38			
Delay/Veh:	17.7	19.7	19.7				18.3	18.2	18.2				11.1	12.8	12.8				12.9	13.8	13.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	17.7	19.7	19.7				18.3	18.2	18.2				11.1	12.8	12.8				12.9	13.8	13.8			
LOS by Move:	B	B	B				B	B	B				B	B	B				B	B	B			
HCM2kAvgQ:	2	6	6				4	3	3				0	5	5				4	7	7			

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 18.4
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1700-1800												
Base Vol:	18	120	43	249	235	231	96	1336	23	70	1425	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	120	43	249	235	231	96	1336	23	70	1425	147
Added Vol:	0	0	0	0	0	0	0	21	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	120	43	249	235	231	96	1357	23	70	1443	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	120	43	249	235	231	96	1357	23	70	1443	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	120	43	249	235	231	96	1357	23	70	1443	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	120	43	249	235	231	96	1357	23	70	1443	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.20	1.33	0.47	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.72	0.28
Final Sat.:	358	2387	855	1700	1800	1800	1700	5310	90	1700	4901	499
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.15	0.13	0.13	0.06	0.26	0.26	0.04	0.29	0.29
Crit Moves:				****			****				****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.11	0.57	0.57	0.09	0.56	0.56
Volume/Cap:	0.18	0.18	0.18	0.53	0.47	0.46	0.53	0.45	0.45	0.45	0.53	0.53
Delay/Veh:	27.6	27.6	27.6	31.8	30.8	30.7	45.2	12.5	12.5	45.0	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	27.6	31.8	30.8	30.7	45.2	12.5	12.5	45.0	14.1	14.1
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	2	2	8	7	6	4	9	9	3	11	11

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.380
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module:1700-1800												
Base Vol:	61	1599	47	17	1569	55	107	5	48	31	7	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1599	47	17	1569	55	107	5	48	31	7	26
Added Vol:	1	10	0	0	36	1	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1609	47	17	1605	56	108	5	49	31	7	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1609	47	17	1605	56	108	5	49	31	7	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1609	47	17	1605	56	108	5	49	31	7	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1609	47	17	1605	56	108	5	49	31	7	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.90	0.10	1.91	0.09	1.00	1.64	0.36	1.00
Final Sat.:	1700	5187	1800	1700	5218	182	3345	155	1800	2855	645	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.03	0.01	0.31	0.31	0.03	0.03	0.03	0.01	0.01	0.01
Crit Moves:		****					****					****
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.09	0.09	0.09	0.04	0.04	0.04
Volume/Cap:	0.04	0.38	0.03	0.01	0.38	0.38	0.38	0.38	0.32	0.29	0.29	0.38
Delay/Veh:	1.8	2.5	1.7	1.7	2.5	2.5	44.1	44.1	44.2	48.0	48.0	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.8	2.5	1.7	1.7	2.5	2.5	44.1	44.1	44.2	48.0	48.0	50.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	5	0	0	5	5	2	2	2	1	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 8.5
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:1700-1800												
Base Vol:	37	1743	5	5	1596	75	151	3	68	36	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1743	5	5	1596	75	151	3	68	36	6	18
Added Vol:	0	11	0	0	36	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1754	5	5	1632	75	151	3	68	36	6	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:	37	1754	5	5	1632	75	151	3	68	36	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1754	5	5	1632	75	151	3	68	36	6	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
FinalVolume:	37	1754	5	5	1632	75	151	3	68	36	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.98	0.02	1.00	0.86	0.14	1.00
Final Sat.:	1700	5385	15	1700	5163	237	1765	35	1800	1543	257	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.00	0.32	0.32	0.09	0.09	0.04	0.02	0.02	0.01
Crit Moves:	****				****			****				
Green/Cycle:	0.05	0.74	0.74	0.01	0.70	0.70	0.19	0.19	0.19	0.19	0.19	0.19
Volume/Cap:	0.45	0.44	0.44	0.44	0.45	0.45	0.45	0.45	0.20	0.12	0.12	0.05
Delay/Veh:	50.2	5.0	5.0	74.1	6.6	6.6	36.8	36.8	34.4	33.8	33.8	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	5.0	5.0	74.1	6.6	6.6	36.8	36.8	34.4	33.8	33.8	33.2
LOS by Move:	D	A	A	E	A	A	D	D	C	C	C	C
HCM2kAvgQ:	2	7	7	1	8	8	5	5	2	1	1	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 43.2
Optimal Cycle: 123 Level Of Service: 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:1700-1800												
Base Vol:	142	1592	129	353	1272	228	209	1212	146	253	1119	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1592	129	353	1272	228	209	1212	146	253	1119	198
Added Vol:	0	9	0	15	21	0	0	32	0	0	29	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1601	129	368	1293	228	209	1244	146	253	1148	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1601	129	368	1293	228	209	1244	146	253	1148	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1601	129	368	1293	228	209	1244	146	253	1148	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1601	129	368	1293	228	209	1244	146	253	1148	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	2.78	0.22	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.56	0.44
Final Sat.:	3200	4997	403	3200	5187	1800	3200	3600	1800	3200	4602	798
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.12	0.25	0.13	0.07	0.35	0.08	0.08	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.35	0.35	0.12	0.40	0.40	0.10	0.38	0.38	0.09	0.37	0.37
Volume/Cap:	0.62	0.92	0.92	0.92	0.62	0.32	0.68	0.92	0.22	0.92	0.68	0.68
Delay/Veh:	59.3	45.6	45.6	78.4	29.3	24.9	58.7	46.3	25.7	88.6	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	45.6	45.6	78.4	29.3	24.9	58.7	46.3	25.7	88.6	33.2	33.2
LOS by Move:	E	D	D	E	C	C	E	D	C	F	C	C
HCM2kAvgQ:	4	26	26	11	14	6	6	27	4	9	15	15

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1700-1800												
Base Vol:	99	1520	0	0	1512	167	270	0	108	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1520	0	0	1512	167	270	0	108	0	0	0
Added Vol:	0	9	0	0	21	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	1529	0	0	1533	167	270	0	108	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:	99	1529	0	0	1533	167	270	0	108	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1529	0	0	1533	167	270	0	108	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1529	0	0	1533	167	270	0	108	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.89	0.91	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	5187	0	1700	5187	1800	3200	0	1800	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.00	0.00	0.30	0.09	0.08	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.75	0.00	0.00	0.68	0.87	0.19	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.44	0.39	0.00	0.00	0.44	0.11	0.44	0.00	0.31	0.00	0.00	0.00
Delay/Veh:	45.9	4.6	0.0	0.0	7.5	1.0	36.1	0.0	35.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	4.6	0.0	0.0	7.5	1.0	36.1	0.0	35.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	2	6	0	0	8	1	5	0	3	0	0	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:1700-1800												
Base Vol:	134	962	172	179	1020	268	213	1135	90	87	976	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	962	172	179	1020	268	213	1135	90	87	976	231
Added Vol:	0	7	0	3	17	1	1	5	0	0	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	969	172	182	1037	269	214	1140	90	87	980	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:	134	969	172	182	1037	269	214	1140	90	87	980	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	969	172	182	1037	269	214	1140	90	87	980	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
FinalVolume:	134	969	172	182	1037	269	214	1140	90	87	980	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.89	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.42	0.58
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	5187	1800	1700	4363	1037
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.10	0.06	0.20	0.15	0.07	0.22	0.05	0.05	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.32	0.32	0.10	0.35	0.35	0.11	0.41	0.41	0.09	0.39	0.39
Volume/Cap:	0.58	0.58	0.30	0.58	0.58	0.43	0.58	0.54	0.12	0.54	0.58	0.58
Delay/Veh:	48.5	28.9	25.8	45.9	27.2	25.6	44.3	22.9	18.6	46.9	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	28.9	25.8	45.9	27.2	25.6	44.3	22.9	18.6	46.9	24.7	24.7
LOS by Move:	D	C	C	D	C	C	D	C	B	D	C	C
HCM2kAvgQ:	3	10	4	4	10	7	5	10	2	4	11	11

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 23 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: 1700-1800												
Base Vol:	4	763	40	92	918	27	34	9	3	3	14	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	763	40	92	918	27	34	9	3	3	14	206
Added Vol:	0	14	0	10	11	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	777	40	102	929	27	34	9	3	3	14	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:	4	777	40	102	929	27	34	9	3	3	14	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	777	40	102	929	27	34	9	3	3	14	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
FinalVolume:	4	777	40	102	929	27	34	9	3	3	14	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.85	0.15	2.00	2.00	1.00	1.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1700	5136	264	3200	3600	1800	1700	2700	900	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.03	0.26	0.02	0.02	0.00	0.00	0.00	0.01	0.11
Crit Moves:	****				****							****
Green/Cycle:	0.01	0.54	0.54	0.11	0.65	0.65	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.40	0.28	0.28	0.28	0.40	0.02	0.07	0.01	0.01	0.01	0.03	0.40
Delay/Veh:	73.6	12.6	12.6	41.0	8.5	6.3	26.0	25.5	25.5	25.5	25.6	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	12.6	12.6	41.0	8.5	6.3	26.0	25.5	25.5	25.5	25.6	29.2
LOS by Move:	E	B	B	D	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	2	7	0	1	0	0	0	0	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 97 Level Of Service: 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: 1700-1800												
Base Vol:	0	0	0	613	0	368	350	1643	0	0	1611	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	613	0	368	350	1643	0	0	1611	273
Added Vol:	0	0	0	3	0	8	11	127	0	0	38	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	616	0	376	361	1770	0	0	1649	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	616	0	376	361	1770	0	0	1649	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	616	0	376	361	1770	0	0	1649	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	616	0	376	361	1770	0	0	1649	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.91	0.95	0.89	0.91	0.95
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3600	3200	5187	0	0	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.10	0.11	0.34	0.00	0.00	0.32	0.15
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.21	0.00	0.59	0.38	0.38	0.00	0.00	0.35	0.56
Volume/Cap:	0.00	0.00	0.00	0.91	0.00	0.18	0.30	0.91	0.00	0.00	0.91	0.27
Delay/Veh:	0.0	0.0	0.0	54.2	0.0	9.5	22.0	36.0	0.0	0.0	37.8	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	54.2	0.0	9.5	22.0	36.0	0.0	0.0	37.8	11.4
LOS by Move:	A	A	A	D	A	A	C	D	A	A	D	B
HCM2kAvgQ:	0	0	0	15	0	3	5	23	0	0	22	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.376
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1630-1730												
Base Vol:	66	491	43	269	557	86	37	29	41	115	92	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	491	43	269	557	86	37	29	41	115	92	180
Added Vol:	0	14	1	3	0	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	505	44	272	557	86	37	29	41	115	92	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:	66	505	44	272	557	86	37	29	41	115	92	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	505	44	272	557	86	37	29	41	115	92	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
FinalVolume:	66	505	44	272	557	86	37	29	41	115	92	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.90	0.95	0.95
Lanes:	0.23	1.77	1.00	0.66	1.34	1.00	1.00	1.00	1.00	1.14	0.86	1.00
Final Sat.:	416	3184	1800	1181	2419	1800	1700	1800	1800	1943	1555	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.02	0.23	0.23	0.05	0.02	0.02	0.02	0.06	0.06	0.10
Crit Moves:					****				****			****
Green/Cycle:	0.61	0.61	0.88	0.61	0.61	0.61	0.06	0.06	0.06	0.27	0.27	0.27
Volume/Cap:	0.26	0.26	0.03	0.38	0.38	0.08	0.36	0.27	0.38	0.22	0.22	0.38
Delay/Veh:	9.0	9.0	0.8	9.9	9.9	7.9	47.3	46.2	47.3	28.7	28.7	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	0.8	9.9	9.9	7.9	47.3	46.2	47.3	28.7	28.7	30.3
LOS by Move:	A	A	A	A	A	A	D	D	D	C	C	C
HCM2kAvgQ:	4	4	0	7	7	1	2	1	2	3	3	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 61 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1700-1800												
Base Vol:	77	169	92	138	514	177	41	1392	97	125	1542	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	169	92	138	514	177	41	1392	97	125	1542	56
Added Vol:	0	14	8	0	0	0	1	31	15	17	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	183	100	138	514	177	42	1423	112	142	1572	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:	77	183	100	138	514	177	42	1423	112	142	1572	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	183	100	138	514	177	42	1423	112	142	1572	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	183	100	138	514	177	42	1423	112	142	1572	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.06	0.08	0.29	0.10	0.02	0.40	0.06	0.08	0.44	0.03
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.03	0.49	0.49	0.10	0.56	0.56
Volume/Cap:	0.13	0.29	0.16	0.23	0.81	0.28	0.78	0.81	0.13	0.81	0.78	0.06
Delay/Veh:	22.1	23.7	22.4	23.1	37.4	23.6	100.1	24.9	14.1	68.3	19.5	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	23.7	22.4	23.1	37.4	23.6	100.1	24.9	14.1	68.3	19.5	10.1
LOS by Move:	C	C	C	C	D	C	F	C	B	E	B	B
HCM2kAvgQ:	2	4	2	3	17	4	3	21	2	7	21	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:1645-1745												
Base Vol:	118	274	79	43	289	53	73	1260	170	98	1162	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	274	79	43	289	53	73	1260	170	98	1162	47
Added Vol:	1	22	5	0	31	0	0	8	1	9	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	296	84	43	320	53	73	1268	171	107	1171	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:	119	296	84	43	320	53	73	1268	171	107	1171	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	296	84	43	320	53	73	1268	171	107	1171	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
FinalVolume:	119	296	84	43	320	53	73	1268	171	107	1171	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.78	0.22	1.00	0.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1402	398	1700	1544	256	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.03	0.21	0.21	0.04	0.35	0.10	0.06	0.33	0.03
Crit Moves:		****						****		****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.07	0.53	0.53	0.09	0.55	0.55
Volume/Cap:	0.22	0.67	0.67	0.08	0.65	0.65	0.59	0.67	0.18	0.67	0.59	0.05
Delay/Veh:	25.3	32.6	32.6	24.0	32.2	32.2	52.3	18.1	12.4	53.9	15.5	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	32.6	32.6	24.0	32.2	32.2	52.3	18.1	12.4	53.9	15.5	10.4
LOS by Move:	C	C	C	C	C	C	D	B	B	D	B	B
HCM2kAvgQ:	3	12	12	1	11	11	3	15	3	5	13	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:1630-1730												
Base Vol:	111	241	130	36	415	7	27	175	121	64	148	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	241	130	36	415	7	27	175	121	64	148	38
Added Vol:	0	18	57	0	24	0	0	5	5	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	259	187	36	439	7	27	180	126	64	148	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:	111	259	187	36	439	7	27	180	126	64	148	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	259	187	36	439	7	27	180	126	64	148	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
FinalVolume:	111	259	187	36	439	7	27	180	126	64	148	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.16	0.84	1.00	1.97	0.03	1.00	1.18	0.82	1.00	1.57	0.43
Final Sat.:	1700	2091	1509	1700	3543	57	1700	2118	1482	1700	2834	766
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.02	0.12	0.12	0.02	0.09	0.09	0.04	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.11	0.22	0.22	0.04	0.22	0.22	0.04	0.22	0.22	0.10	0.13	0.13
Delay/Veh:	10.0	10.6	10.6	9.5	10.6	10.6	18.9	20.4	20.4	19.4	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.6	10.6	9.5	10.6	10.6	18.9	20.4	20.4	19.4	19.6	19.6
LOS by Move:	A	B	B	A	B	B	B	C	C	B	B	B
HCM2kAvgQ:	2	3	3	1	3	3	1	3	3	1	2	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.5
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	1	1	0		1	0	1	1	0		2	0	2	1	0		2	0	3	1	0	
Volume Module:	1645-1745																							
Base Vol:	268	287		100			100	369		93			139	1454		341			158	1686		92		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	268	287		100			100	369		93			139	1454		341			158	1686		92		
Added Vol:	7	12		5			2	21		7			70	59		0			11	28		4		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	275	299		105			102	390		100			209	1513		341			169	1714		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:	275	299		105			102	390		100			209	1513		341			169	1714		96		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	275	299		105			102	390		100			209	1513		341			169	1714		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		
FinalVolume:	275	299		105			102	390		100			209	1513		341			169	1714		96		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.84	0.95		0.95			0.84	0.92		0.95		
Lanes:	1.00	1.48		0.52			1.00	1.59		0.41			2.00	2.45		0.55			2.00	3.79		0.21		
Final Sat.:	1700	2664		936			1700	2865		735			3200	4407		993			3200	6616		371		
Capacity Analysis Module:																								
Vol/Sat:	0.16	0.11		0.11			0.06	0.14		0.14			0.07	0.34		0.34			0.05	0.26		0.26		
Crit Moves:	****							****						****					****					
Green/Cycle:	0.21	0.26		0.26			0.14	0.18		0.18			0.11	0.46		0.46			0.07	0.42		0.42		
Volume/Cap:	0.75	0.44		0.44			0.44	0.75		0.75			0.62	0.75		0.75			0.75	0.62		0.62		
Delay/Veh:	45.5	31.4		31.4			40.9	43.9		43.9			46.2	24.0		24.0			59.2	23.2		23.2		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	45.5	31.4		31.4			40.9	43.9		43.9			46.2	24.0		24.0			59.2	23.2		23.2		
LOS by Move:	D	C		C			D	D		D			D	C		C			E	C		C		
HCM2kAvgQ:	11	6		6			4	9		9			5	18		18			5	12		12		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		1	0	1	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:	1645-1745																							
Base Vol:	8	311		2			85	581		138			83	21		4			0	18		49		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	8	311		2			85	581		138			83	21		4			0	18		49		
Added Vol:	0	24		0			0	31		1			0	0		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	8	335		2			85	612		139			83	21		4			0	18		49		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	8	335		2			85	612		139			83	21		4			0	18		49		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	8	335		2			85	612		139			83	21		4			0	18		49		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	8	335		2			85	612		139			83	21		4			0	18		49		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.95	0.95		0.95			0.95	0.95		0.95		
Lanes:	1.00	1.00		1.00			1.00	1.00		1.00			0.80	0.20		1.00			0.00	1.00		1.00		
Final Sat.:	1700	1800		1800			1700	1800		1800			1437	363		1800			0	1800		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.19		0.00			0.05	0.34		0.08			0.06	0.06		0.00			0.00	0.01		0.03		
Crit Moves:								****						****										
Green/Cycle:	0.82	0.82		0.82			0.82	0.82		0.82			0.14	0.14		0.14			0.00	0.14		0.14		
Volume/Cap:	0.01	0.23		0.00			0.06	0.41		0.09			0.41	0.41		0.02			0.00	0.07		0.20		
Delay/Veh:	1.6	2.1		1.6			1.7	2.6		1.8			40.4	40.4		37.1			0.0	37.5		38.4		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	1.6	2.1		1.6			1.7	2.6		1.8			40.4	40.4		37.1			0.0	37.5		38.4		
LOS by Move:	A	A		A			A	A		A			D	D		D			A	D		D		
HCM2kAvgQ:	0	2		0			1	6		1			3	3		0			0	1		2		

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	1 0	0 0	1
Volume Module:1700-1800												
Base Vol:	138	282	4	15	594	18	33	5	125	1	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	282	4	15	594	18	33	5	125	1	0	4
Added Vol:	4	6	0	0	-7	33	16	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	288	4	15	587	51	49	5	127	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	288	4	15	587	51	49	5	127	1	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	288	4	15	587	51	49	5	127	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
FinalVolume:	142	288	4	15	587	51	49	5	127	1	0	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1633	167	1800	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.00	0.01	0.33	0.03	0.03	0.03	0.07	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.00	0.17
Volume/Cap:	0.11	0.20	0.00	0.01	0.41	0.04	0.18	0.18	0.41	0.00	0.00	0.01
Delay/Veh:	2.5	2.7	2.2	2.2	3.5	2.3	35.7	35.7	37.9	34.4	0.0	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.5	2.7	2.2	2.2	3.5	2.3	35.7	35.7	37.9	34.4	0.0	34.5
LOS by Move:	A	A	A	A	A	A	D	D	D	C	A	C
HCM2kAvgQ:	1	2	0	0	6	0	2	2	4	0	0	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.4
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			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:1700-1800												
Base Vol:	60	0	58	0	0	0	0	1443	37	8	1627	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	0	58	0	0	0	0	1443	37	8	1627	0
Added Vol:	0	0	0	0	0	0	0	37	0	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	58	0	0	0	0	1480	37	8	1661	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	58	0	0	0	0	1480	37	8	1661	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	58	0	0	0	0	1480	37	8	1661	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	58	0	0	0	0	1480	37	8	1661	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.93	0.07	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	5268	132	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.46	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.86	0.86	0.01	0.87	0.00
Volume/Cap:	0.53	0.00	0.48	0.00	0.00	0.00	0.00	0.33	0.33	0.33	0.53	0.00
Delay/Veh:	49.8	0.0	48.0	0.0	0.0	0.0	0.0	1.4	1.4	56.5	1.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	0.0	48.0	0.0	0.0	0.0	0.0	1.4	1.4	56.5	1.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	3	0	2	0	0	0	0	3	3	1	7	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 12.9
Optimal Cycle: 26 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	0 1	0	2 0	2 1	0	1 0	3 0	1
Volume Module: 1645-1745												
Base Vol:	95	41	219	45	27	34	55	1276	97	147	1498	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	41	219	45	27	34	55	1276	97	147	1498	12
Added Vol:	0	0	0	0	0	0	0	103	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	41	219	45	27	34	55	1379	97	147	1535	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:	95	41	219	45	27	34	55	1379	97	147	1535	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	41	219	45	27	34	55	1379	97	147	1535	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
FinalVolume:	95	41	219	45	27	34	55	1379	97	147	1535	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.91	0.95
Lanes:	0.70	0.30	1.00	1.00	0.44	0.56	2.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	1257	543	1800	1700	797	1003	3200	5045	355	1700	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.12	0.03	0.03	0.03	0.02	0.27	0.27	0.09	0.30	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.16	0.16	0.35	0.16	0.16	0.16	0.04	0.59	0.59	0.19	0.73	0.73
Volume/Cap:	0.46	0.46	0.35	0.16	0.21	0.21	0.40	0.46	0.46	0.46	0.40	0.01
Delay/Veh:	38.3	38.3	24.3	36.2	36.6	36.6	48.6	11.7	11.7	37.3	5.1	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	24.3	36.2	36.6	36.6	48.6	11.7	11.7	37.3	5.1	3.6
LOS by Move:	D	D	C	D	D	D	D	B	B	D	A	A
HCM2kAvgQ:	4	4	5	1	2	2	1	9	9	5	7	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: 1630-1730												
Base Vol:	16	145	56	67	165	95	146	683	21	66	1046	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	145	56	67	165	95	146	683	21	66	1046	69
Added Vol:	0	0	0	0	0	0	0	22	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	145	56	67	165	95	146	705	21	66	1092	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:	16	145	56	67	165	95	146	705	21	66	1092	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	145	56	67	165	95	146	705	21	66	1092	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
FinalVolume:	16	145	56	67	165	95	146	705	21	66	1092	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.10	0.90	1.00	0.29	0.71	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	179	1621	1800	520	1280	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.13	0.13	0.05	0.09	0.20	0.01	0.04	0.30	0.04
Crit Moves:					****						****	
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.29	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.31	0.31	0.11	0.45	0.45	0.18	0.13	0.29	0.02	0.06	0.45	0.06
Delay/Veh:	28.3	28.3	26.4	29.9	29.9	27.1	5.9	6.7	5.4	5.6	7.8	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	26.4	29.9	29.9	27.1	5.9	6.7	5.4	5.6	7.8	5.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	1	6	6	2	2	5	0	1	8	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 26.7
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module:1700-1800												
Base Vol:	268	79	331	11	5	3	79	1101	131	238	1148	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	79	331	11	5	3	79	1101	131	238	1148	104
Added Vol:	0	0	6	0	0	0	0	38	0	7	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	79	337	11	5	3	79	1139	131	245	1182	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	79	337	11	5	3	79	1139	131	245	1182	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	79	337	11	5	3	79	1139	131	245	1182	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	79	337	11	5	3	79	1139	131	245	1182	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.36	0.20	1.44	1.00	0.62	0.38	1.00	2.69	0.31	1.00	2.00	1.00
Final Sat.:	2336	366	2581	1700	1125	675	1700	4843	557	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.13	0.01	0.00	0.00	0.05	0.24	0.24	0.14	0.33	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.01	0.01	0.01	0.07	0.35	0.35	0.22	0.50	0.50
Volume/Cap:	0.36	0.67	0.40	0.67	0.46	0.46	0.66	0.67	0.67	0.67	0.66	0.12
Delay/Veh:	26.0	31.0	26.5	121.9	67.2	67.2	58.2	28.4	28.4	40.6	19.7	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	31.0	26.5	121.9	67.2	67.2	58.2	28.4	28.4	40.6	19.7	13.5
LOS by Move:	C	C	C	F	E	E	E	C	C	D	B	B
HCM2kAvgQ:	5	12	6	1	1	1	4	12	12	9	15	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8
Optimal Cycle: 31 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:1700-1800												
Base Vol:	31	211	363	113	341	68	46	671	34	341	689	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	211	363	113	341	68	46	671	34	341	689	130
Added Vol:	1	0	1	2	0	0	0	117	1	1	76	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	211	364	115	341	68	46	788	35	342	765	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:	32	211	364	115	341	68	46	788	35	342	765	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	211	364	115	341	68	46	788	35	342	765	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
FinalVolume:	32	211	364	115	341	68	46	788	35	342	765	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1800	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.20	0.07	0.09	0.04	0.03	0.22	0.02	0.20	0.21	0.07
Crit Moves:		****						****		****		
Green/Cycle:	0.21	0.21	0.56	0.21	0.21	0.21	0.08	0.38	0.38	0.35	0.65	0.65
Volume/Cap:	0.09	0.57	0.36	0.33	0.46	0.18	0.33	0.57	0.05	0.57	0.33	0.11
Delay/Veh:	32.3	37.9	12.5	34.4	35.4	33.1	44.6	25.0	19.4	27.6	7.8	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	37.9	12.5	34.4	35.4	33.1	44.6	25.0	19.4	27.6	7.8	6.6
LOS by Move:	C	D	B	C	D	C	D	C	B	C	A	A
HCM2kAvgQ:	1	7	6	4	5	2	2	10	1	10	5	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.2
Optimal Cycle: 84 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1600-1700												
Base Vol:	304	536	198	82	562	74	77	935	177	288	958	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	536	198	82	562	74	77	935	177	288	958	83
Added Vol:	12	2	6	0	2	0	0	60	23	10	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	538	204	82	564	74	77	995	200	298	1001	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:	316	538	204	82	564	74	77	995	200	298	1001	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	538	204	82	564	74	77	995	200	298	1001	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
FinalVolume:	316	538	204	82	564	74	77	995	200	298	1001	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2610	990	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.21	0.05	0.16	0.04	0.05	0.28	0.11	0.18	0.28	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.33	0.33	0.08	0.18	0.18	0.07	0.32	0.32	0.21	0.46	0.46
Volume/Cap:	0.85	0.63	0.63	0.63	0.85	0.22	0.61	0.85	0.34	0.85	0.61	0.10
Delay/Veh:	61.9	35.4	35.4	63.5	57.6	42.0	62.2	43.9	31.1	63.6	25.2	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	35.4	35.4	63.5	57.6	42.0	62.2	43.9	31.1	63.6	25.2	18.6
LOS by Move:	E	D	D	E	E	D	E	D	C	E	C	B
HCM2kAvgQ:	15	13	13	4	13	3	4	21	6	14	15	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 22 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1700-1800												
Base Vol:	225	75	34	92	888	73	93	137	393	17	68	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	75	34	92	888	73	93	137	393	17	68	53
Added Vol:	0	14	1	10	26	0	0	0	0	1	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	89	35	102	914	73	93	137	393	18	68	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:	225	89	35	102	914	73	93	137	393	18	68	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	89	35	102	914	73	93	137	393	18	68	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
FinalVolume:	225	89	35	102	914	73	93	137	393	18	68	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.44	0.56	1.00	2.00	1.00	0.40	0.60	1.00	0.21	0.79	1.00
Final Sat.:	1700	2584	1016	1700	3600	1800	728	1072	1800	377	1423	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.06	0.25	0.04	0.13	0.13	0.22	0.05	0.05	0.03
Crit Moves:					****				****			
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.26	0.07	0.07	0.12	0.49	0.08	0.29	0.29	0.49	0.11	0.11	0.07
Delay/Veh:	13.6	12.1	12.1	12.5	15.9	12.2	17.9	17.9	20.3	16.3	16.3	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	12.1	12.1	12.5	15.9	12.2	17.9	17.9	20.3	16.3	16.3	16.0
LOS by Move:	B	B	B	B	B	B	B	B	C	B	B	B
HCM2kAvgQ:	4	1	1	2	10	1	5	5	9	2	2	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module:1700-1800												
Base Vol:	46	928	8	67	1154	75	62	74	60	5	47	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	928	8	67	1154	75	62	74	60	5	47	46
Added Vol:	2	7	0	0	10	16	8	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	935	8	67	1164	91	70	74	61	5	47	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:	48	935	8	67	1164	91	70	74	61	5	47	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	935	8	67	1164	91	70	74	61	5	47	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
FinalVolume:	48	935	8	67	1164	91	70	74	61	5	47	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	1.98	0.02	1.00	1.85	0.15	1.00	1.00	1.00	0.10	0.90	1.00
Final Sat.:	1700	3569	31	1700	3339	261	1700	1800	1800	173	1627	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.04	0.35	0.35	0.04	0.04	0.03	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.86	0.86	0.86	0.86	0.86	0.86	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.03	0.31	0.31	0.05	0.41	0.41	0.41	0.41	0.33	0.29	0.29	0.25
Delay/Veh:	1.0	1.4	1.4	1.1	1.6	1.6	43.7	43.6	42.9	42.5	42.5	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.0	1.4	1.4	1.1	1.6	1.6	43.7	43.6	42.9	42.5	42.5	42.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	3	3	0	5	5	3	3	2	2	2	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module:1645-1745												
Base Vol:	10	915	126	60	1157	20	10	25	10	123	24	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	915	126	60	1157	20	10	25	10	123	24	35
Added Vol:	0	6	1	6	5	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	921	127	66	1162	20	10	25	10	123	24	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:	10	921	127	66	1162	20	10	25	10	123	24	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	921	127	66	1162	20	10	25	10	123	24	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
FinalVolume:	10	921	127	66	1162	20	10	25	10	123	24	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	0.29	0.71	1.00	1.00	1.00	1.00
Final Sat.:	1700	3600	1800	1700	3539	61	514	1286	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.07	0.04	0.33	0.33	0.02	0.02	0.01	0.07	0.01	0.02
Crit Moves:					****					****		
Green/Cycle:	0.79	0.79	0.79	0.79	0.79	0.79	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.01	0.33	0.09	0.05	0.42	0.42	0.11	0.11	0.03	0.42	0.08	0.12
Delay/Veh:	2.3	3.1	2.5	2.4	3.5	3.5	35.0	35.0	34.4	37.8	34.7	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	3.1	2.5	2.4	3.5	3.5	35.0	35.0	34.4	37.8	34.7	35.1
LOS by Move:	A	A	A	A	A	A	D	D	C	D	C	D
HCM2kAvgQ:	0	4	1	1	6	6	1	1	0	4	1	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1	0 1	1 0	1	1 0	1 1	0
Volume Module:1645-1745												
Base Vol:	436	0	14	0	0	0	0	1503	328	10	1511	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	0	14	0	0	0	0	1503	328	10	1511	0
Added Vol:	3	0	0	0	0	1	2	13	11	0	88	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	439	0	14	0	0	1	2	1516	339	10	1599	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:	439	0	14	0	0	1	2	1516	339	10	1599	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	0	14	0	0	1	2	1516	339	10	1599	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
FinalVolume:	439	0	14	0	0	1	2	1516	339	10	1599	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.01	1.99	1.00	1.00	1.99	0.01
Final Sat.:	1700	0	1800	0	0	1800	5	3595	1800	1700	3598	2
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.01	0.00	0.00	0.00	0.42	0.42	0.19	0.01	0.44	0.44
Crit Moves:	****					****					****	
Green/Cycle:	0.35	0.00	0.35	0.00	0.00	0.00	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.73	0.00	0.02	0.00	0.00	0.73	0.69	0.69	0.31	0.01	0.73	0.73
Delay/Veh:	32.9	0.0	21.1	0.0	0.0	497.8	14.4	14.4	9.7	7.8	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	0.0	21.1	0.0	0.0	497.8	14.4	14.4	9.7	7.8	15.2	15.2
LOS by Move:	C	A	C	A	A	F	B	B	A	A	B	B
HCM2kAvgQ:	14	0	0	0	0	0	17	17	5	0	19	19

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: 90 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:1700-1800												
Base Vol:	371	917	364	475	935	119	580	1025	361	215	874	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	917	364	475	935	119	580	1025	361	215	874	151
Added Vol:	23	0	0	0	0	0	0	-61	35	0	-68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	917	364	475	935	119	580	964	396	215	806	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:	394	917	364	475	935	119	580	964	396	215	806	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	917	364	475	935	119	580	964	396	215	806	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	394	917	364	475	935	119	580	964	396	215	806	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	3600	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.20	0.15	0.26	0.07	0.18	0.27	0.22	0.13	0.22	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.15	0.29	0.29	0.17	0.32	0.32	0.21	0.32	0.32	0.15	0.26	0.26
Volume/Cap:	0.82	0.87	0.69	0.87	0.82	0.21	0.87	0.84	0.69	0.84	0.87	0.32
Delay/Veh:	60.4	47.8	41.3	62.0	42.9	30.3	57.3	44.0	39.4	71.3	51.1	36.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	47.8	41.3	62.0	42.9	30.3	57.3	44.0	39.4	71.3	51.1	36.4
LOS by Move:	E	D	D	E	D	C	E	D	D	E	D	D
HCM2kAvgQ:	11	20	13	13	19	3	15	20	14	11	18	5

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #137 Prairie Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:1645-1745												
Base Vol:	60	900	469	202	1055	34	108	1322	110	423	1349	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	900	469	202	1055	34	108	1322	110	423	1349	281
Added Vol:	2	22	3	0	35	0	0	21	3	3	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	922	472	202	1090	34	108	1343	113	426	1367	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	922	472	202	1090	34	108	1343	113	426	1367	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	922	472	202	1090	34	108	1343	113	426	1367	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	922	472	202	1090	34	108	1343	113	426	1367	281
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.77	0.23	2.00	2.00	1.00
Final Sat.:	1700	5187	1800	1700	3600	1800	1700	4981	419	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.26	0.12	0.30	0.02	0.06	0.27	0.27	0.13	0.38	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.24	0.42	0.16	0.36	0.36	0.08	0.35	0.35	0.17	0.45	0.45
Volume/Cap:	0.84	0.73	0.63	0.73	0.84	0.05	0.84	0.76	0.76	0.76	0.84	0.34
Delay/Veh:	110.8	44.1	29.3	57.5	40.1	25.0	90.7	36.1	36.1	53.2	33.0	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.8	44.1	29.3	57.5	40.1	25.0	90.7	36.1	36.1	53.2	33.0	21.5
LOS by Move:	F	D	C	E	D	C	F	D	D	D	C	C
HCM2kAvgQ:	5	13	15	9	22	1	7	18	18	11	25	7

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1700-1800												
Base Vol:	234	1445	268	37	1295	120	125	351	224	234	535	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1445	268	37	1295	120	125	351	224	234	535	21
Added Vol:	0	24	0	0	37	0	0	1	0	3	2	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1469	268	37	1332	120	125	352	224	237	537	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:	234	1469	268	37	1332	120	125	352	224	237	537	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1469	268	37	1332	120	125	352	224	237	537	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
FinalVolume:	234	1469	268	37	1332	120	125	352	224	237	537	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.22	0.78	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	2200	1400	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.15	0.02	0.37	0.07	0.07	0.16	0.16	0.14	0.15	0.01
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.55	0.55	0.03	0.42	0.42	0.11	0.18	0.18	0.16	0.23	0.23
Volume/Cap:	0.88	0.74	0.27	0.74	0.88	0.16	0.65	0.88	0.88	0.88	0.65	0.06
Delay/Veh:	67.5	18.7	12.1	93.2	32.7	18.0	50.3	52.6	52.6	67.1	36.8	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	18.7	12.1	93.2	32.7	18.0	50.3	52.6	52.6	67.1	36.8	30.2
LOS by Move:	E	B	B	F	C	B	D	D	D	E	D	C
HCM2kAvgQ:	11	19	5	3	23	2	5	12	12	11	9	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.8
Optimal Cycle: 93 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		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	3 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:1645-1745												
Base Vol:	184	1108	607	27	1337	169	258	896	240	539	1005	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1108	607	27	1337	169	258	896	240	539	1005	24
Added Vol:	0	24	1	4	37	2	2	33	0	1	32	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	1132	608	31	1374	171	260	929	240	540	1037	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:	184	1132	608	31	1374	171	260	929	240	540	1037	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1132	608	31	1374	171	260	929	240	540	1037	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
FinalVolume:	184	1132	608	31	1374	171	260	929	240	540	1037	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.38	0.62	2.00	2.00	1.00
Final Sat.:	1700	5187	1800	1700	5187	1800	1700	4291	1109	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.34	0.02	0.26	0.10	0.15	0.22	0.22	0.17	0.29	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.39	0.62	0.03	0.30	0.30	0.18	0.28	0.28	0.22	0.33	0.33
Volume/Cap:	0.87	0.55	0.55	0.55	0.87	0.31	0.87	0.76	0.76	0.76	0.87	0.04
Delay/Veh:	82.0	28.4	13.9	68.6	45.2	32.5	71.5	41.6	41.6	48.6	45.1	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	28.4	13.9	68.6	45.2	32.5	71.5	41.6	41.6	48.6	45.1	27.3
LOS by Move:	F	C	B	E	D	C	E	D	D	D	D	C
HCM2kAvgQ:	10	12	14	2	20	5	13	15	15	13	22	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.2
Optimal Cycle: 80 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module:1700-1800												
Base Vol:	226	1674	21	216	1704	305	375	365	69	68	1353	356
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	1674	21	216	1704	305	375	365	69	68	1353	356
Added Vol:	0	10	1	2	36	1	1	6	0	1	6	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	1684	22	218	1740	306	376	371	69	69	1359	371
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	1684	22	218	1740	306	376	371	69	69	1359	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1684	22	218	1740	306	376	371	69	69	1359	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	1684	22	218	1740	306	376	371	69	69	1359	371
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.91	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	3600	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.01	0.07	0.34	0.17	0.12	0.10	0.04	0.02	0.26	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.40	0.40	0.08	0.40	0.40	0.14	0.37	0.37	0.08	0.31	0.31
Volume/Cap:	0.84	0.81	0.03	0.81	0.84	0.43	0.84	0.28	0.10	0.28	0.84	0.66
Delay/Veh:	74.8	34.7	22.0	71.2	36.0	26.6	63.8	26.4	24.6	52.7	42.7	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	34.7	22.0	71.2	36.0	26.6	63.8	26.4	24.6	52.7	42.7	38.8
LOS by Move:	E	C	C	E	D	C	E	C	C	D	D	D
HCM2kAvgQ:	7	22	1	7	23	9	11	5	2	2	19	13

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.6
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:1630-1730												
Base Vol:	57	562	132	214	484	41	93	859	10	242	889	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	562	132	214	484	41	93	859	10	242	889	231
Added Vol:	0	0	0	0	0	0	0	34	0	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	562	132	214	484	41	93	893	10	242	920	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:	57	562	132	214	484	41	93	893	10	242	920	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	562	132	214	484	41	93	893	10	242	920	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
FinalVolume:	57	562	132	214	484	41	93	893	10	242	920	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3319	281	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.07	0.13	0.15	0.15	0.05	0.25	0.01	0.14	0.26	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.21	0.21	0.17	0.31	0.31	0.09	0.34	0.34	0.19	0.44	0.44
Volume/Cap:	0.46	0.73	0.34	0.73	0.46	0.46	0.58	0.73	0.02	0.73	0.58	0.29
Delay/Veh:	47.3	40.2	33.9	48.3	27.9	27.9	48.7	31.3	22.0	45.9	21.6	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.3	40.2	33.9	48.3	27.9	27.9	48.7	31.3	22.0	45.9	21.6	18.2
LOS by Move:	D	D	C	D	C	C	D	C	C	D	C	B
HCM2kAvgQ:	2	10	4	9	7	7	4	14	0	9	11	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.0
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:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1645-1745												
Base Vol:	3	19	16	298	25	65	77	1136	24	44	1182	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	19	16	298	25	65	77	1136	24	44	1182	225
Added Vol:	0	0	0	0	0	0	0	66	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	19	16	298	25	65	77	1202	24	44	1235	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:	3	19	16	298	25	65	77	1202	24	44	1235	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	19	16	298	25	65	77	1202	24	44	1235	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
FinalVolume:	3	19	16	298	25	65	77	1202	24	44	1235	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.08	0.50	0.42	0.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	142	900	758	1661	139	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.18	0.18	0.04	0.05	0.33	0.01	0.03	0.34	0.13
Crit Moves:		****			****						****	
Green/Cycle:	0.04	0.04	0.04	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.58	0.58	0.58	0.58	0.58	0.12	0.08	0.56	0.02	0.04	0.58	0.21
Delay/Veh:	59.6	59.6	59.6	30.5	30.5	24.8	8.7	12.8	8.4	8.5	13.0	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	59.6	59.6	30.5	30.5	24.8	8.7	12.8	8.4	8.5	13.0	9.6
LOS by Move:	E	E	E	C	C	C	A	B	A	A	B	A
HCM2kAvgQ:	2	2	2	9	9	1	1	12	0	1	13	3

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:1615-1715												
Base Vol:	149	139	184	169	166	7	62	1462	200	200	1569	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	139	184	169	166	7	62	1462	200	200	1569	22
Added Vol:	0	0	0	0	0	0	0	22	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	139	184	169	166	7	62	1484	200	200	1589	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:	149	139	184	169	166	7	62	1484	200	200	1589	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	139	184	169	166	7	62	1484	200	200	1589	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
FinalVolume:	149	139	184	169	166	7	62	1484	200	200	1589	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.64	0.36	1.00	2.96	0.04
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	4759	641	1700	5326	74
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.10	0.10	0.09	0.00	0.04	0.31	0.31	0.12	0.30	0.30
Crit Moves:			****					****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.37	0.33	0.43	0.42	0.39	0.02	0.05	0.43	0.43	0.16	0.41	0.41
Delay/Veh:	32.5	32.0	33.1	33.0	32.7	29.2	4.0	5.7	5.7	4.4	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	32.0	33.1	33.0	32.7	29.2	4.0	5.7	5.7	4.4	5.5	5.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	4	4	5	5	5	0	1	7	7	2	7	7

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 4.8
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:1600-1700												
Base Vol:	40	24	99	47	35	6	8	1721	71	115	1468	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	24	99	47	35	6	8	1721	71	115	1468	35
Added Vol:	0	0	0	2	0	1	3	31	0	0	32	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	24	99	49	35	7	11	1752	71	115	1500	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:	40	24	99	49	35	7	11	1752	71	115	1500	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	24	99	49	35	7	11	1752	71	115	1500	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
FinalVolume:	40	24	99	49	35	7	11	1752	71	115	1500	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.00	1.00	0.58	0.42	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1700	1800	1800	1050	750	1800	1700	3600	1800	1700	3511	89
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.06	0.05	0.05	0.00	0.01	0.49	0.04	0.07	0.43	0.43
Crit Moves:			****					****				
Green/Cycle:	0.10	0.10	0.10	0.10	0.10	0.10	0.86	0.86	0.86	0.86	0.86	0.86
Volume/Cap:	0.24	0.14	0.56	0.48	0.48	0.04	0.01	0.56	0.05	0.08	0.50	0.50
Delay/Veh:	42.5	41.6	47.3	44.8	44.8	41.0	1.0	2.1	1.0	1.0	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	41.6	47.3	44.8	44.8	41.0	1.0	2.1	1.0	1.0	1.8	1.8
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	1	1	4	3	3	0	0	8	0	1	6	6

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1630-1730												
Base Vol:	212	611	60	282	668	169	181	894	119	80	868	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	611	60	282	668	169	181	894	119	80	868	259
Added Vol:	0	0	-7	0	0	0	0	-14	-22	-1	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	611	53	282	668	169	181	880	97	79	866	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:	212	611	53	282	668	169	181	880	97	79	866	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	611	53	282	668	169	181	880	97	79	866	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
FinalVolume:	212	611	53	282	668	169	181	880	97	79	866	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3313	287	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.17	0.19	0.09	0.11	0.24	0.05	0.05	0.24	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.24	0.24	0.22	0.28	0.28	0.14	0.38	0.38	0.07	0.32	0.32
Volume/Cap:	0.67	0.76	0.76	0.76	0.67	0.34	0.76	0.64	0.14	0.64	0.76	0.45
Delay/Veh:	43.4	39.0	39.0	45.3	33.9	29.3	54.4	26.0	20.1	55.4	33.7	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	39.0	39.0	45.3	33.9	29.3	54.4	26.0	20.1	55.4	33.7	27.8
LOS by Move:	D	D	D	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	8	12	12	11	11	4	8	12	2	4	14	7

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	0 0	1
Volume Module:1645-1745												
Base Vol:	54	715	74	61	550	24	18	124	56	88	147	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	715	74	61	550	24	18	124	56	88	147	77
Added Vol:	-46	-7	0	0	-23	0	0	0	-38	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	708	74	61	527	24	18	124	18	88	147	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:	8	708	74	61	527	24	18	124	18	88	147	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	708	74	61	527	24	18	124	18	88	147	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
FinalVolume:	8	708	74	61	527	24	18	124	18	88	147	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	0.02	1.98	1.00	0.21	1.79	1.00	0.13	0.87	1.00	0.37	0.63	1.00
Final Sat.:	40	3560	1800	373	3227	1800	228	1572	1800	674	1126	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.16	0.16	0.01	0.08	0.08	0.01	0.13	0.13	0.04
Crit Moves:		****									****	
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.34	0.34	0.07	0.28	0.28	0.02	0.21	0.21	0.03	0.34	0.34	0.11
Delay/Veh:	11.1	11.1	9.2	10.6	10.6	9.0	21.0	21.0	19.4	22.4	22.4	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	9.2	10.6	10.6	9.0	21.0	21.0	19.4	22.4	22.4	20.1
LOS by Move:	B	B	A	B	B	A	C	C	B	C	C	C
HCM2kAvgQ:	6	6	1	5	5	0	3	3	0	5	5	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.9
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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: 1700-1800												
Base Vol:	177	639	225	127	464	83	77	1607	113	218	1507	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	639	225	127	464	83	77	1607	113	218	1507	99
Added Vol:	0	0	1	-16	-45	1	1	7	5	1	14	-53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	639	226	111	419	84	78	1614	118	219	1521	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:	177	639	226	111	419	84	78	1614	118	219	1521	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	639	226	111	419	84	78	1614	118	219	1521	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
FinalVolume:	177	639	226	111	419	84	78	1614	118	219	1521	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.80	0.20	1.00	2.91	0.09
Final Sat.:	1700	3600	1800	1700	2999	601	1700	5032	368	1700	5241	159
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.13	0.07	0.14	0.14	0.05	0.32	0.32	0.13	0.29	0.29
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.24	0.24	0.09	0.18	0.18	0.08	0.43	0.43	0.17	0.52	0.52
Volume/Cap:	0.76	0.75	0.53	0.75	0.76	0.76	0.56	0.75	0.75	0.75	0.56	0.56
Delay/Veh:	54.6	39.3	34.7	64.0	43.6	43.6	49.4	25.7	25.7	50.0	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	39.3	34.7	64.0	43.6	43.6	49.4	25.7	25.7	50.0	16.8	16.8
LOS by Move:	D	D	C	E	D	D	D	C	C	D	B	B
HCM2kAvgQ:	8	11	7	6	9	9	3	17	17	9	12	12

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 16.2
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: 1700-1800												
Base Vol:	305	695	132	64	521	86	85	318	156	175	526	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	695	132	64	521	86	85	318	156	175	526	118
Added Vol:	0	0	1	-17	-22	1	1	12	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	695	133	47	499	87	86	330	156	175	540	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:	305	695	133	47	499	87	86	330	156	175	540	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	695	133	47	499	87	86	330	156	175	540	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
FinalVolume:	305	695	133	47	499	87	86	330	156	175	540	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.70	0.30	1.00	1.36	0.64	1.00	1.64	0.36
Final Sat.:	1700	3022	578	1700	3066	534	1700	2444	1156	1700	2954	646
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.03	0.16	0.16	0.05	0.14	0.14	0.10	0.18	0.18
Crit Moves:		****									****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.34	0.43	0.43	0.05	0.30	0.30	0.12	0.32	0.32	0.24	0.43	0.43
Delay/Veh:	13.4	14.2	14.2	11.1	13.0	13.0	17.5	19.2	19.2	18.6	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	14.2	14.2	11.1	13.0	13.0	17.5	19.2	19.2	18.6	20.4	20.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	C	C
HCM2kAvgQ:	6	8	8	1	5	5	2	5	5	4	8	8

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

Traffix 7.8.0115 (c) 2007 Dowling Assoc. Licensed to RBF CONSULTING, IRVINE

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 31.3
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 0	1 1	0	1 0	3 0	1	1 0	2 0	1
Volume Module:1645-1745												
Base Vol:	176	639	172	46	465	121	310	1665	217	146	1129	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	639	172	46	465	121	310	1665	217	146	1129	85
Added Vol:	0	0	0	-23	1	5	5	23	0	0	18	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	639	172	23	466	126	315	1688	217	146	1147	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:	176	639	172	23	466	126	315	1688	217	146	1147	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	639	172	23	466	126	315	1688	217	146	1147	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	639	172	23	466	126	315	1688	217	146	1147	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.57	0.43	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	2834	766	1700	5187	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.10	0.01	0.16	0.16	0.19	0.33	0.12	0.09	0.32	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.25	0.25	0.02	0.20	0.20	0.23	0.50	0.50	0.13	0.40	0.40
Volume/Cap:	0.80	0.70	0.38	0.70	0.80	0.80	0.80	0.66	0.24	0.66	0.80	0.12
Delay/Veh:	64.9	36.3	31.3	98.9	44.3	44.3	47.8	19.4	14.6	48.2	30.1	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	36.3	31.3	98.9	44.3	44.3	47.8	19.4	14.6	48.2	30.1	19.2
LOS by Move:	E	D	C	F	D	D	D	B	B	D	C	B
HCM2kAvgQ:	5	11	5	2	11	11	12	15	4	6	18	2

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1645-1745												
Base Vol:	0	1102	26	12	781	0	0	0	0	111	0	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1102	26	12	781	0	0	0	0	111	0	55
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1102	26	12	782	0	0	0	0	111	0	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1102	26	12	782	0	0	0	0	111	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1102	26	12	782	0	0	0	0	111	0	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
FinalVolume:	0	1102	26	12	782	0	0	0	0	111	0	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3600	1800	1700	3600	0	0	0	0	1700	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.01	0.01	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.03
Crit Moves:		****								****		
Green/Cycle:	0.00	0.77	0.77	0.77	0.77	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.40	0.02	0.01	0.28	0.00	0.00	0.00	0.00	0.40	0.00	0.18
Delay/Veh:	0.0	3.7	2.6	2.6	3.3	0.0	0.0	0.0	0.0	38.2	0.0	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	2.6	2.6	3.3	0.0	0.0	0.0	0.0	38.2	0.0	36.2
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	6	0	0	4	0	0	0	0	4	0	2

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 27 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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	2	0	1		1	0	2	0	1	
Volume Module:	1645-1745																							
Base Vol:	54		758		132		218		562		108		217		168		149		122		96		126	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	54		758		132		218		562		108		217		168		149		122		96		126	
Added Vol:	1		0		2		0		1		0		0		8		2		2		9		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	55		758		134		218		563		108		217		176		151		124		105		126	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	55		758		134		218		563		108		217		176		151		124		105		126	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	55		758		134		218		563		108		217		176		151		124		105		126	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	55		758		134		218		563		108		217		176		151		124		105		126	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.84		0.95		0.95		0.89		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		1.68		0.32		2.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1700		3600		1800		1700		3021		579		3200		3600		1800		1700		3600		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.03		0.21		0.07		0.13		0.19		0.19		0.07		0.05		0.08		0.07		0.03		0.07	
Crit Moves:			****														****		****					
Green/Cycle:	0.53		0.53		0.53		0.53		0.53		0.53		0.19		0.21		0.21		0.18		0.20		0.20	
Volume/Cap:	0.06		0.40		0.14		0.24		0.35		0.35		0.35		0.23		0.40		0.40		0.15		0.35	
Delay/Veh:	11.6		14.3		12.1		13.0		13.8		13.8		35.3		33.0		34.8		36.9		33.1		35.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	11.6		14.3		12.1		13.0		13.8		13.8		35.3		33.0		34.8		36.9		33.1		35.0	
LOS by Move:	B		B		B		B		B		B		D		C		C		D		C		D	
HCM2kAvgQ:	1		7		2		4		6		6		4		2		4		4		1		4	

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.8
Optimal Cycle: 15 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	0	1		0	1	0	0	1	
Volume Module:	1645-1745																							
Base Vol:	22		444		7		20		550		45		81		25		82		111		61		41	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	22		444		7		20		550		45		81		25		82		111		61		41	
Added Vol:	0		3		0		0		5		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	22		447		7		20		555		45		81		25		82		111		61		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:	22		447		7		20		555		45		81		25		82		111		61		41	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	22		447		7		20		555		45		81		25		82		111		61		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	
FinalVolume:	22		447		7		20		555		45		81		25		82		111		61		41	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		0.76		0.24		1.00		0.65		0.35		1.00	
Final Sat.:	1700		3600		1800		1700		3600		1800		1375		425		1800		1162		638		1800	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.12		0.00		0.01		0.15		0.03		0.06		0.06		0.05		0.10		0.10		0.02	
Crit Moves:									****												****			
Green/Cycle:	0.59		0.59		0.59		0.59		0.59		0.59		0.37		0.37		0.37		0.37		0.37		0.37	
Volume/Cap:	0.02		0.21		0.01		0.02		0.26		0.04		0.16		0.16		0.12		0.26		0.26		0.06	
Delay/Veh:	8.4		9.5		8.3		8.4		9.9		8.5		21.4		21.4		21.1		22.3		22.3		20.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	8.4		9.5		8.3		8.4		9.9		8.5		21.4		21.4		21.1		22.3		22.3		20.5	
LOS by Move:	A		A		A		A		A		A		C		C		C		C		C		C	
HCM2kAvgQ:	0		3		0		0		4		1		2		2		2		4		4		1	

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:1615-1715												
Base Vol:	78	0	170	0	0	0	0	643	55	107	851	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	170	0	0	0	0	643	55	107	851	0
Added Vol:	0	0	2	0	0	0	0	22	0	2	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	0	172	0	0	0	0	665	55	109	870	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	172	0	0	0	0	665	55	109	870	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	172	0	0	0	0	665	55	109	870	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	0	172	0	0	0	0	665	55	109	870	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1700	0	1800	0	0	0	0	3600	1800	1700	3600	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.10	0.00	0.00	0.00	0.00	0.18	0.03	0.06	0.24	0.00
Crit Moves:			****								****	
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.69	0.69	0.69	0.69	0.00
Volume/Cap:	0.17	0.00	0.35	0.00	0.00	0.00	0.00	0.27	0.04	0.09	0.35	0.00
Delay/Veh:	27.9	0.0	29.7	0.0	0.0	0.0	0.0	6.0	5.0	5.2	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	0.0	29.7	0.0	0.0	0.0	0.0	6.0	5.0	5.2	6.5	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	5	0	0	0	0	4	1	1	6	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #154 Victor St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.3
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:1700-1800												
Base Vol:	0	0	0	118	0	74	53	1096	0	0	1316	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	118	0	74	53	1096	0	0	1316	97
Added Vol:	0	0	0	0	0	0	0	44	0	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	118	0	74	53	1140	0	0	1358	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:	0	0	0	118	0	74	53	1140	0	0	1358	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	74	53	1140	0	0	1358	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
FinalVolume:	0	0	0	118	0	74	53	1140	0	0	1358	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1700	0	1800	1700	3600	0	0	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.03	0.32	0.00	0.00	0.38	0.05
Crit Moves:				****							****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.15	0.81	0.81	0.00	0.00	0.81	0.81
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.28	0.04	0.39	0.00	0.00	0.47	0.07
Delay/Veh:	0.0	0.0	0.0	40.2	0.0	38.3	1.9	2.7	0.0	0.0	3.0	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.2	0.0	38.3	1.9	2.7	0.0	0.0	3.0	1.9
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	4	0	2	0	5	0	0	7	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:1600-1700												
Base Vol:	76	7	134	199	6	18	49	1595	69	127	1453	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	7	134	199	6	18	49	1595	69	127	1453	42
Added Vol:	0	0	0	4	0	2	2	34	0	0	32	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	7	134	203	6	20	51	1629	69	127	1485	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:	76	7	134	203	6	20	51	1629	69	127	1485	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	7	134	203	6	20	51	1629	69	127	1485	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
FinalVolume:	76	7	134	203	6	20	51	1629	69	127	1485	46
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.91	0.95	0.84	0.91	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1700	1800	1800	1700	1800	1800	1700	5187	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.07	0.12	0.00	0.01	0.03	0.31	0.04	0.04	0.29	0.03
Crit Moves:				****				****		****		
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.07	0.62	0.62	0.08	0.64	0.64
Volume/Cap:	0.19	0.02	0.31	0.50	0.01	0.05	0.45	0.50	0.06	0.50	0.45	0.04
Delay/Veh:	30.7	29.2	31.9	34.1	29.2	29.5	47.7	10.4	7.4	45.8	9.4	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	29.2	31.9	34.1	29.2	29.5	47.7	10.4	7.4	45.8	9.4	6.8
LOS by Move:	C	C	C	C	C	C	D	B	A	D	A	A
HCM2kAvgQ:	2	0	4	6	0	1	2	10	1	3	9	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.4
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:1700-1800												
Base Vol:	247	1024	332	245	792	155	220	1841	177	223	1646	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1024	332	245	792	155	220	1841	177	223	1646	319
Added Vol:	-33	5	4	0	-2	0	0	-9	3	4	-4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1029	336	245	790	155	220	1832	180	227	1642	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	1029	336	245	790	155	220	1832	180	227	1642	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1029	336	245	790	155	220	1832	180	227	1642	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	1029	336	245	790	155	220	1832	180	227	1642	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.91	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.51	0.49
Final Sat.:	1700	3600	1800	3200	3600	1800	1700	5187	1800	1700	4522	878
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.19	0.08	0.22	0.09	0.13	0.35	0.10	0.13	0.36	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.31	0.31	0.08	0.25	0.25	0.14	0.39	0.39	0.15	0.40	0.40
Volume/Cap:	0.87	0.92	0.60	0.92	0.87	0.34	0.92	0.91	0.26	0.91	0.92	0.92
Delay/Veh:	77.5	51.3	36.7	88.2	52.4	37.2	87.0	40.8	25.0	83.2	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	51.3	36.7	88.2	52.4	37.2	87.0	40.8	25.0	83.2	41.1	41.1
LOS by Move:	E	D	D	F	D	D	F	D	C	F	D	D
HCM2kAvgQ:	12	23	11	8	18	5	12	27	5	13	28	28

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 15.7
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module:	1645-1745																							
Base Vol:	231	1238		199			58	935		102			143	493		144			95	601		68		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	231	1238		199			58	935		102			143	493		144			95	601		68		
Added Vol:	11	-29		0			0	0		4			5	0		-7			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	242	1209		199			58	935		106			148	493		137			95	601		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:	242	1209		199			58	935		106			148	493		137			95	601		68		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	242	1209		199			58	935		106			148	493		137			95	601		68		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	242	1209		199			58	935		106			148	493		137			95	601		68		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95			0.89	0.95		0.95		
Lanes:	1.00	2.00		1.00			1.00	2.00		1.00			1.00	1.57		0.43			1.00	2.00		1.00		
Final Sat.:	1700	3600		1800			1700	3600		1800			1700	2817		783			1700	3600		1800		
Capacity Analysis Module:																								
Vol/Sat:	0.14	0.34		0.11			0.03	0.26		0.06			0.09	0.18		0.18			0.06	0.17		0.04		
Crit Moves:		****												****										
Green/Cycle:	0.63	0.63		0.63			0.63	0.63		0.63			0.33	0.33		0.33			0.33	0.33		0.33		
Volume/Cap:	0.23	0.53		0.18			0.05	0.41		0.09			0.26	0.53		0.53			0.17	0.51		0.11		
Delay/Veh:	8.0	10.5		7.7			7.1	9.3		7.3			24.9	27.8		27.8			24.0	27.4		23.5		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	8.0	10.5		7.7			7.1	9.3		7.3			24.9	27.8		27.8			24.0	27.4		23.5		
LOS by Move:	A	B		A			A	A		A			C	C		C			C	C		C		
HCM2kAvgQ:	4	11		3			1	8		1			4	9		9			2	8		2		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #158 Western Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.724
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						Include						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:	1645-1745																							
Base Vol:	306	1584		348			109	1044		309			409	1207		488			283	818		240		
Growth Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Initial Bse:	306	1584		348			109	1044		309			409	1207		488			283	818		240		
Added Vol:	4	-18		0			0	5		3			3	12		20			0	11		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	310	1566		348			109	1049		312			412	1219		508			283	829		240		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	310	1566		348			109	1049		312			412	1219		508			283	829		240		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	310	1566		348			109	1049		312			412	1219		508			283	829		240		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	310	1566		348			109	1049		312			412	1219		508			283	829		240		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.84	0.91		0.95			0.84	0.95		0.95			0.84	0.91		0.95			0.84	0.95		0.95		
Lanes:	2.00	3.00		1.00			2.00	2.31		0.69			2.00	3.00		1.00			2.00	2.33		0.67		
Final Sat.:	3200	5187		1800			3200	4162		1238			3200	5187		1800			3200	4188		1212		
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.30		0.19			0.03	0.25		0.25			0.13	0.24		0.28			0.09	0.20		0.20		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.13	0.43		0.56			0.05	0.35		0.35			0.18	0.33		0.46			0.12	0.27		0.27		
Volume/Cap:	0.72	0.70		0.35			0.70	0.72		0.72			0.72	0.72		0.61			0.72	0.72		0.72		
Delay/Veh:	55.9	28.6		14.8			69.1	35.5		35.5			51.1	36.9		25.6			56.8	41.3		41.3		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	55.9	28.6		14.8			69.1	35.5		35.5			51.1	36.9		25.6			56.8	41.3		41.3		
LOS by Move:	E	C		B			E	D		D			D	D		C			E	D		D		
HCM2kAvgQ:	8	18		7			4	16		16			10	15		15			7	14		14		

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module:1645-1745												
Base Vol:	16	1728	18	51	1858	44	291	14	81	52	0	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1728	18	51	1858	44	291	14	81	52	0	32
Added Vol:	0	-14	0	0	25	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1714	18	51	1883	44	291	14	81	52	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1714	18	51	1883	44	291	14	81	52	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1714	18	51	1883	44	291	14	81	52	0	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
FinalVolume:	16	1714	18	51	1883	44	291	14	81	52	0	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.95	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1700	5187	1800	1700	5187	1800	1717	83	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.01	0.03	0.36	0.02	0.17	0.17	0.05	0.03	0.00	0.02
Crit Moves:	****				****			****				
Green/Cycle:	0.02	0.59	0.59	0.05	0.63	0.63	0.29	0.29	0.29	0.29	0.00	0.29
Volume/Cap:	0.58	0.56	0.02	0.56	0.58	0.04	0.58	0.58	0.15	0.10	0.00	0.06
Delay/Veh:	75.4	12.6	8.4	53.6	11.0	7.0	31.6	31.6	26.2	25.8	0.0	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	12.6	8.4	53.6	11.0	7.0	31.6	31.6	26.2	25.8	0.0	25.4
LOS by Move:	E	B	A	D	B	A	C	C	C	C	A	C
HCM2kAvgQ:	1	12	0	3	12	1	9	9	2	1	0	1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:1645-1745												
Base Vol:	126	1135	151	147	1548	293	338	121	137	128	80	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1135	151	147	1548	293	338	121	137	128	80	97
Added Vol:	0	-14	0	0	25	0	0	10	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1121	151	147	1573	293	338	131	137	128	91	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:	126	1121	151	147	1573	293	338	131	137	128	91	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1121	151	147	1573	293	338	131	137	128	91	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
FinalVolume:	126	1121	151	147	1573	293	338	131	137	128	91	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.53	0.47	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	4552	848	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.08	0.09	0.35	0.35	0.11	0.04	0.08	0.08	0.03	0.05
Crit Moves:					****		****					****
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.20	0.15	0.15	0.15	0.10	0.10
Volume/Cap:	0.12	0.48	0.13	0.13	0.54	0.54	0.54	0.24	0.51	0.51	0.25	0.54
Delay/Veh:	6.9	9.4	7.0	7.0	9.9	9.9	37.0	37.8	40.8	41.0	41.9	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	9.4	7.0	7.0	9.9	9.9	37.0	37.8	40.8	41.0	41.9	46.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	9	2	2	11	11	6	2	5	5	2	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module: 1700-1800												
Base Vol:	122	1091	234	137	1505	69	74	746	69	269	1010	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1091	234	137	1505	69	74	746	69	269	1010	174
Added Vol:	1	-15	1	0	24	1	1	32	0	1	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1076	235	137	1529	70	75	778	69	270	1046	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:	123	1076	235	137	1529	70	75	778	69	270	1046	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1076	235	137	1529	70	75	778	69	270	1046	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
FinalVolume:	123	1076	235	137	1529	70	75	778	69	270	1046	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.91	0.95	0.89	0.91	0.95	0.89	0.91	0.95
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1700	3600	1800	1700	5187	1800	1700	5187	1800	1700	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.13	0.08	0.29	0.04	0.04	0.15	0.04	0.16	0.20	0.10
Crit Moves:		****						****		****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.56	0.09	0.24	0.24	0.25	0.40	0.40
Volume/Cap:	0.15	0.63	0.27	0.17	0.62	0.07	0.50	0.63	0.16	0.63	0.50	0.24
Delay/Veh:	17.9	24.3	19.2	18.1	23.9	11.9	54.8	42.0	36.3	42.8	27.0	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	24.3	19.2	18.1	23.9	11.9	54.8	42.0	36.3	42.8	27.0	23.8
LOS by Move:	B	C	B	B	C	B	D	D	D	D	C	C
HCM2kAvgQ:	3	16	5	3	15	1	4	10	2	11	11	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 24 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			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: 1700-1800												
Base Vol:	64	1229	63	61	1288	28	29	27	75	253	22	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1229	63	61	1288	28	29	27	75	253	22	44
Added Vol:	0	-13	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1216	63	61	1314	28	29	27	75	253	22	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:	64	1216	63	61	1314	28	29	27	75	253	22	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1216	63	61	1314	28	29	27	75	253	22	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
FinalVolume:	64	1216	63	61	1314	28	29	27	75	253	22	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.94	0.06	0.52	0.48	1.00	0.79	0.07	0.14
Final Sat.:	1700	3600	1800	1700	5287	113	932	868	1800	1428	124	248
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.04	0.04	0.25	0.25	0.03	0.03	0.04	0.18	0.18	0.18
Crit Moves:		****									****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.06	0.54	0.06	0.06	0.39	0.39	0.09	0.09	0.13	0.54	0.54	0.54
Delay/Veh:	7.1	10.6	7.1	7.1	9.2	9.2	23.2	23.2	23.5	28.2	28.2	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.1	10.6	7.1	7.1	9.2	9.2	23.2	23.2	23.5	28.2	28.2	28.2
LOS by Move:	A	B	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	11	1	1	7	7	1	1	2	9	9	9

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 21.5
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:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module:1700-1800												
Base Vol:	157	853	165	99	1535	188	141	778	182	149	715	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	853	165	99	1535	188	141	778	182	149	715	48
Added Vol:	2	-15	1	0	15	11	2	11	0	4	92	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	838	166	99	1550	199	143	789	182	153	807	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:	159	838	166	99	1550	199	143	789	182	153	807	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	838	166	99	1550	199	143	789	182	153	807	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
FinalVolume:	159	838	166	99	1550	199	143	789	182	153	807	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.09	0.06	0.43	0.11	0.08	0.22	0.10	0.09	0.22	0.03
Crit Moves:					****						****	
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.15	0.37	0.15	0.09	0.68	0.17	0.25	0.66	0.31	0.27	0.68	0.08
Delay/Veh:	8.8	10.5	8.8	8.5	14.8	9.0	29.6	35.8	30.2	29.8	36.2	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	10.5	8.8	8.5	14.8	9.0	29.6	35.8	30.2	29.8	36.2	27.6
LOS by Move:	A	B	A	A	B	A	C	D	C	C	D	C
HCM2kAvgQ:	3	8	3	2	19	3	4	14	5	5	14	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.062
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 47.3
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:1700-1800												
Base Vol:	135	1186	162	40	1776	36	43	895	132	100	630	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1186	162	40	1776	36	43	895	132	100	630	13
Added Vol:	0	-13	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	1173	162	40	1794	36	43	895	132	100	630	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:	135	1173	162	40	1794	36	43	895	132	100	630	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1173	162	40	1794	36	43	895	132	100	630	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
FinalVolume:	135	1173	162	40	1794	36	43	895	132	100	630	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.05	0.95	1.00	0.14	0.86	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	83	1717	1800	247	1553	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.09	0.02	0.50	0.02	0.52	0.52	0.07	0.41	0.41	0.01
Crit Moves:					****			****				
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.17	0.69	0.19	0.05	1.06	0.04	1.06	1.06	0.15	0.83	0.83	0.01
Delay/Veh:	15.4	22.2	15.6	14.4	67.0	14.4	73.6	73.6	14.1	28.3	28.3	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	22.2	15.6	14.4	67.0	14.4	73.6	73.6	14.1	28.3	28.3	13.1
LOS by Move:	B	C	B	B	E	B	E	E	B	C	C	B
HCM2kAvgQ:	3	16	3	1	41	1	43	43	2	22	22	0

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:1645-1745												
Base Vol:	237	1165	163	134	1587	32	47	800	237	184	532	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	1165	163	134	1587	32	47	800	237	184	532	29
Added Vol:	0	-13	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	1152	163	134	1605	32	47	800	237	184	532	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:	237	1152	163	134	1605	32	47	800	237	184	532	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1152	163	134	1605	32	47	800	237	184	532	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
FinalVolume:	237	1152	163	134	1605	32	47	800	237	184	532	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.09	0.08	0.45	0.02	0.03	0.22	0.13	0.11	0.15	0.02
Crit Moves:					****			****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.22	0.50	0.14	0.12	0.70	0.03	0.09	0.70	0.41	0.34	0.46	0.05
Delay/Veh:	7.6	9.7	7.2	7.1	12.6	6.6	23.9	31.7	27.2	26.4	27.5	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	9.7	7.2	7.1	12.6	6.6	23.9	31.7	27.2	26.4	27.5	23.6
LOS by Move:	A	A	A	A	B	A	C	C	C	C	C	C
HCM2kAvgQ:	3	10	2	2	17	0	1	12	6	5	7	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 53.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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 1	0
Volume Module:1645-1745												
Base Vol:	258	1036	519	171	1503	210	307	1621	219	443	1318	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1036	519	171	1503	210	307	1621	219	443	1318	169
Added Vol:	6	19	-1	-20	-4	9	6	71	4	-20	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	1055	518	151	1499	219	313	1692	223	423	1369	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:	264	1055	518	151	1499	219	313	1692	223	423	1369	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	1055	518	151	1499	219	313	1692	223	423	1369	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
FinalVolume:	264	1055	518	151	1499	219	313	1692	223	423	1369	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.89	0.91	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.65	0.35	2.00	2.67	0.33
Final Sat.:	1700	5187	1800	1700	5187	1800	3200	4771	629	3200	4807	593
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.29	0.09	0.29	0.12	0.10	0.35	0.35	0.13	0.28	0.28
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.31	0.44	0.14	0.29	0.41	0.12	0.36	0.36	0.13	0.36	0.36
Volume/Cap:	1.00	0.66	0.65	0.66	1.00	0.29	0.78	1.00	1.00	1.00	0.78	0.78
Delay/Veh:	105.3	36.9	28.1	55.9	65.2	23.6	60.7	58.6	58.6	95.1	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.3	36.9	28.1	55.9	65.2	23.6	60.7	58.6	58.6	95.1	36.2	36.2
LOS by Move:	F	D	C	E	E	C	E	E	E	F	D	D
HCM2kAvgQ:	16	13	16	7	26	6	9	32	32	14	19	19

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1645-1745												
Base Vol:	94	3	92	24	7	33	28	1237	107	77	1116	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	3	92	24	7	33	28	1237	107	77	1116	37
Added Vol:	2	0	0	0	0	0	0	-62	0	1	-73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	3	92	24	7	33	28	1175	107	78	1043	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:	96	3	92	24	7	33	28	1175	107	78	1043	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	3	92	24	7	33	28	1175	107	78	1043	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
FinalVolume:	96	3	92	24	7	33	28	1175	107	78	1043	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.97	0.03	1.00	0.77	0.23	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1745	55	1800	1394	406	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.02	0.02	0.02	0.02	0.33	0.06	0.05	0.29	0.02
Crit Moves:		****						****				
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.14	0.82	0.82	0.82	0.82	0.82	0.82
Volume/Cap:	0.40	0.40	0.37	0.12	0.12	0.13	0.02	0.40	0.07	0.06	0.35	0.03
Delay/Veh:	40.3	40.3	40.0	38.0	38.0	38.0	1.6	2.5	1.7	1.7	2.3	1.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	40.3	40.0	38.0	38.0	38.0	1.6	2.5	1.7	1.7	2.3	1.6
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	1	1	1	0	5	1	1	4	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:1645-1745												
Base Vol:	58	129	108	103	107	35	75	1457	66	163	1084	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	129	108	103	107	35	75	1457	66	163	1084	117
Added Vol:	-2	0	-2	0	0	4	7	22	-2	-1	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	129	106	103	107	39	82	1479	64	162	1107	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:	56	129	106	103	107	39	82	1479	64	162	1107	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	129	106	103	107	39	82	1479	64	162	1107	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
FinalVolume:	56	129	106	103	107	39	82	1479	64	162	1107	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.30	0.70	1.00	0.49	0.51	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	545	1255	1800	883	917	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.12	0.12	0.02	0.05	0.41	0.04	0.10	0.31	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.10	0.62	0.62	0.14	0.66	0.66
Volume/Cap:	0.58	0.58	0.33	0.66	0.66	0.12	0.47	0.66	0.06	0.66	0.47	0.10
Delay/Veh:	40.6	40.6	36.7	43.6	43.6	34.9	44.2	13.0	7.5	47.2	8.5	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	36.7	43.6	43.6	34.9	44.2	13.0	7.5	47.2	8.5	6.2
LOS by Move:	D	D	D	D	D	C	D	B	A	D	A	A
HCM2kAvgQ:	6	6	3	7	7	1	3	16	1	6	9	1

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

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST LONG-RANGE CONDITIONS
WEEKDAY PM PEAK HOUR

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 17 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:1645-1745												
Base Vol:	87	80	50	36	142	219	210	461	131	52	712	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	80	50	36	142	219	210	461	131	52	712	31
Added Vol:	0	0	0	9	0	0	0	3	0	0	10	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	80	50	45	142	219	210	464	131	52	722	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:	87	80	50	45	142	219	210	464	131	52	722	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	80	50	45	142	219	210	464	131	52	722	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
FinalVolume:	87	80	50	45	142	219	210	464	131	52	722	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	0.40	0.37	0.23	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.89	0.11
Final Sat.:	722	664	415	1700	1800	1800	1700	2807	793	1700	3393	207
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.03	0.08	0.12	0.12	0.17	0.17	0.03	0.21	0.21
Crit Moves:						****					****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.35	0.35	0.35	0.08	0.23	0.35	0.20	0.27	0.27	0.05	0.35	0.35
Delay/Veh:	24.4	24.4	24.4	21.8	23.2	24.4	8.7	9.1	9.1	7.8	9.7	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	24.4	21.8	23.2	24.4	8.7	9.1	9.1	7.8	9.7	9.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	1	3	5	3	4	4	1	6	6

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