APPENDIX F
FORECAST LONG-RANGE FUTURE CONDITIONS
ICU LOS ANALYSIS SHEETS

Weekday AM Peak Hour

LRWP-AM Tue May 20, 2008 11:54:57 Page 2-1

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

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

Intersection #1 Abalone Ave/Carson St

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

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	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	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05												
Final Sat.:	1600	457	1143	1600	1600	1600	1600	3200	1600	1600	3116	84												
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.03	0.03	0.02	0.01	0.01	0.03	0.32	0.02	0.02	0.33	0.33												
Crit Moves:		****		****			****				****													

LRWP-AM Tue May 20, 2008 11:54:57 Page 3-1

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

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		2	0	0	0	1		1	0	3	0	0		0	0	2	1	0	
Volume Module:	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	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.92	0.08												
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	4677	123												
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.26	0.00	0.00	0.36	0.36												
Crit Moves:						****	****				****													

LRWP-AM Tue May 20, 2008 11:54:57 Page 4-1

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

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.04	0.00	0.00	0.00	0.00	0.39	0.06	0.03	0.34	0.00
Crit Moves:	****							****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 5-1

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

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	0.31	1.00	1.96	0.04	1.00	1.00	2.99	0.01	1.00	2.89	0.11
Final Sat.:	1103	497	1600	3133	67	1600	1600	4784	16	1600	4624	176
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.03	0.03	0.01	0.01	0.38	0.38	0.00	0.56	0.56
Crit Moves:		****			****		****				****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 6-1

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

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.13	0.87	1.00	1.00	3.00	1.00	1.00	2.96	0.04
Final Sat.:	1600	1600	1600	211	1389	1600	1600	4800	1600	1600	4732	68
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.01	0.01	0.09	0.05	0.25	0.04	0.01	0.27	0.26
Crit Moves:	****					****	****				****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 7-1

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

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.63	1.00	0.80	0.05	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	589	1011	1600	1278	86	236	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.07	0.09	0.09	0.01	0.24	0.00	0.02	0.21	0.02
Crit Moves:			****	****				****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 8-1

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

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	xxxx	1.58	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2266	0	2534	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.28	0.26	0.29	0.26	0.00
OvlAdjV/S:			0.00									
Crit Moves:	****							****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 9-1

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

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

Intersection #8 Anza Ave/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.81	0.19	1.00	0.25	0.75	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1299	301	1600	400	1200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.01	0.03	0.28	0.05	0.11	0.13	0.03	0.01	0.03	0.02
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 10-1

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

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.879
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	1.00	1.46	0.54
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4397	403	1600	2341	859
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.11	0.21	0.22	0.13	0.16	0.19	0.19	0.09	0.20	0.20
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 11-1

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

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

Intersection #10 Anza Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.70	0.30	1.00	0.38	0.62	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1119	481	1600	605	995	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.03	0.08	0.25	0.05	0.06	0.08	0.01	0.01	0.02	0.07
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:57 Page 12-1

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

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.68	0.32	1.00	0.36	0.64	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1085	515	1600	570	1030	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.03	0.05	0.27	0.07	0.06	0.09	0.01	0.02	0.05	0.07
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:57 Page 13-1

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

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.63	0.37	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4212	588	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.25	0.09	0.09	0.23	0.13	0.13	0.27	0.27	0.04	0.22	0.06
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 14-1

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

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

Intersection #13 Anza Ave/Lenore St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.54	0.46	1.00	0.51	0.49	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	869	731	1600	812	788	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.02	0.05	0.28	0.04	0.04	0.07	0.02	0.02	0.04	0.05
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 15-1

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

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.18	0.13	0.24	0.02	0.03	0.15	0.05	0.03	0.11	0.10
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 16-1

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.23	0.17	0.22	0.05	0.15	0.27	0.16	0.14	0.23	0.10
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 17-1

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

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

Intersection #16 Anza Ave/226th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.42	1.00	0.83	0.17	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	922	678	1600	1333	267	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.01	0.01	0.31	0.01	0.02	0.04	0.06	0.02	0.02	0.02
Crit Moves:		****		****					****	****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 18-1

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

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.83	0.00	1.17
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	2936	0	1864
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.30	0.28	0.20	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:			****	****						****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 19-1

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

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

Intersection #18 Anza Ave/Calle Mayor

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.85	0.15	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2953	247	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.01	0.01	0.14	0.33	0.27	0.27	0.11	0.00	0.03	0.01
Crit Moves:	****					****		****			****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 20-1

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

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.10	0.90	1.99	1.01	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1753	1447	3191	1609	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.09	0.08	0.08	0.13	0.05	0.37	0.02	0.06	0.41	0.05
Crit Moves:	****					****	****				****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 21-1

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

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	0.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	571	1029	1600	617	983	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.02	0.06	0.03	0.08	0.43	0.02	0.02	0.41	0.01
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 22-1

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

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

Intersection #21 Arlington Ave/Carson St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	1.00	0.38	0.62	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	453	1147	1600	600	1000	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.10	0.06	0.17	0.02	0.02	0.37	0.02	0.08	0.39	0.06
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:57 Page 23-1

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

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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
OvlAdjVol:			0			79						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.94	0.06
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4407	393	1600	4701	99
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.12	0.03	0.24	0.12	0.07	0.31	0.31	0.15	0.40	0.39
OvlAdjV/S:			0.00			0.05						
Crit Moves:	****				****		****				****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.90		0.85	1.00		1.00	0.85	1.00
Flt Protected		1.00	1.00	0.95	1.00		1.00	0.95		0.99	1.00	0.95
Satd. Flow (prot)		1760	1500	1583	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

LRWP-AM Tue May 20, 2008 11:54:57 Page 24-1

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

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.53	0.47	1.00	0.71	0.29	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	847	753	1600	1129	471	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.01	0.02	0.41	0.01	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:57 Page 25-1

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

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

Intersection #25 Arlington Ave/235th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.56	1.00	0.16	0.84	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	706	894	1600	249	1351	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.01	0.02	0.36	0.07	0.06	0.13	0.06	0.04	0.25	0.05
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 26-1

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

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.06	0.04	0.05	0.00	0.02	0.31	0.02	0.03	0.28	0.05
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 27-1

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

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.91	0.09	1.00	2.85	0.15
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4654	146	1600	4555	245
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.09	0.04	0.17	0.05	0.05	0.31	0.31	0.10	0.39	0.39
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 28-1

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

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3051	149	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.06	0.02	0.12	0.05	0.10	0.47	0.47	0.08	0.34	0.05
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 29-1

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

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.50	0.50
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2398	802
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.12	0.09	0.11	0.05	0.09	0.28	0.01	0.15	0.31	0.31
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 30-1

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

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

Intersection #30 Carlow Rd/Calle Mayor

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1200	0	400	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.05	0.00	0.06	0.00	0.27	0.00	0.00	0.16	0.03
Crit Moves:	****					****		****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 31-1

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

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.70	0.30	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	497	1103	1600	1115	485	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.01	0.05	0.08	0.04	0.04	0.37	0.01	0.01	0.46	0.07
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 32-1

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

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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	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	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	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	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	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:	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
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		1.00		1.00
Final Sat.:	1432	168		1600		1224	376		1600		1600	3200		1600		1600	3200		1600		1600		1600
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.01		0.03		0.02	0.03		0.01		0.00	0.44		0.01		0.01	0.39		0.01					
Crit Moves:				****		****						****				****								

LRWP-AM Tue May 20, 2008 11:54:58 Page 33-1

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

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	1.00	2.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00		1.00	2.49		0.51					
Final Sat.:	1600	3200		1600		1600	3200		1600		1600	3200		1600		1600	3981		819					
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.36		0.09		0.12	0.32		0.14		0.11	0.17		0.04		0.13	0.21		0.21					
Crit Moves:		****				****					****						****							

LRWP-AM Tue May 20, 2008 11:54:58 Page 34-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.715
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.45	0.38	0.17	0.73	0.27	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	719	614	267	1173	427	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.03	0.04	0.33	0.03	0.04	0.09	0.09	0.08	0.11	0.08
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 35-1

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

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.013
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.80	0.20	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4486	314	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.16	0.14	0.28	0.28	0.09	0.33	0.08	0.11	0.35	0.11
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 36-1

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

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.979
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			144									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.34	0.66	1.27	1.20	0.53
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2146	1054	2026	1919	855
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.41	0.01	0.41	0.13	0.11	0.15	0.15	0.31	0.32	0.32
OvlAdjV/S:			0.09									
Crit Moves:	****			****					****			****

LRWP-AM Tue May 20, 2008 11:54:58 Page 37-1

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			224			317						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4387	413	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.20	0.03	0.40	0.26	0.06	0.25	0.25	0.06	0.19	0.02
OvlAdjV/S:			0.14			0.20						
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 38-1

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.166
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4250	550	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.45	0.11	0.33	0.33	0.22	0.00	0.31	0.21	0.00	0.08
Crit Moves:			****	****					****	****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 39-1

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

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

Intersection #39 Crenshaw Blvd/208th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 0	1 0	3	0 0	0 0	0	0 0	1 0	1	0 1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	4618	182	1600	4800	0	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.07	0.40	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:		****		****						****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 40-1

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

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.28	0.72	1.71	0.29	1.00	0.64	0.36	1.00
Final Sat.:	1600	4800	1600	1600	3645	1155	2737	463	1600	1029	571	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.03	0.01	0.41	0.41	0.09	0.09	0.07	0.02	0.02	0.01
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 41-1

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.13	0.04	0.27	0.09	0.09	0.19	0.08	0.06	0.21	0.07
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 42-1

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

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

Intersection #42 Crenshaw Blvd/El Dorado St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.68	0.32	1.00	0.43	0.57	1.00
Final Sat.:	1600	4741	59	1600	4698	102	1091	509	1600	686	914	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.51	0.02	0.34	0.34	0.02	0.03	0.04	0.02	0.05	0.02
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 43-1

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

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

Intersection #43 Crenshaw Blvd/Carson St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	2.00	2.90	0.10	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4572	228	3200	4634	166	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.05	0.03	0.33	0.33	0.04	0.22	0.22	0.04	0.38	0.08
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 44-1

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

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.98	0.02	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4771	29	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.45	0.01	0.36	0.00	0.00	0.00	0.00	0.06	0.00	0.04
Crit Moves:		****		****						****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 45-1

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

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.72	0.00	1.28	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4627	173	2757	0	2043	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.00	0.00	0.37	0.37	0.08	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

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

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

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.43	0.00	0.57
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	693	0	907
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.02	0.04	0.34	0.10	0.02	0.00	0.01	0.01	0.00	0.02
Crit Moves:		****		****			****					****

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

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0.	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	6400	1600	3200	4800	1600	3200	4800	1600	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.28	0.06	0.28	0.15	0.12	0.19	0.14	0.23	0.21	0.14
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 48-1

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

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.96	0.04	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1600	4714	86	1600	4733	67	1600	1600	1600	1600	1304	296
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.44	0.44	0.03	0.09	0.12	0.07	0.23	0.23
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 49-1

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

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	2.00	0.00	1.00	0.62	0.38	1.00
Final Sat.:	1600	4750	50	1600	4800	1600	3200	0	1600	996	604	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.39	0.21	0.02	0.00	0.03	0.14	0.14	0.04
Crit Moves:	****				****				****		****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 50-1

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	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	
OvlAdjVol:							129				0				214	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	1600	4800	1600		3200	4800	1600		3200	4800	1600		3200	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.25	0.00		0.08	0.27	0.19		0.11	0.14	0.02		0.18	0.40	0.21	
OvlAdjV/S:							0.08				0.00				0.13	
Crit Moves:	****					****			****					****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 51-1

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

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

Intersection #51 Crenshaw Blvd/Torrance Crossroads

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00		0.00	3.00	1.00		1.49	0.00	0.51		0.00	0.00	0.00	
Final Sat.:	1600	4800	0		0	4800	1600		2387	0	813		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.32	0.00		0.00	0.29	0.16		0.06	0.00	0.06		0.00	0.00	0.00	
Crit Moves:		****			****				****							

LRWP-AM Tue May 20, 2008 11:54:58 Page 52-1

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	4790	10	1600	4800	1600	2861	339	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.29	0.01	0.23	0.13	0.02	0.02	0.09	0.02	0.02	0.04
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					****

LRWP-AM Tue May 20, 2008 11:54:58 Page 53-1

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

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

Intersection #53 Crenshaw Blvd/Airport Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1! 0	0	1 0	1 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.68	0.32	1.41	0.34	0.25	1.00	1.00	1.00
Final Sat.:	1600	4739	61	1600	4289	511	2258	536	406	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.03	0.26	0.26	0.06	0.06	0.06	0.01	0.02	0.02
Crit Moves:		****		****					****			****

LRWP-AM Tue May 20, 2008 11:54:58 Page 54-1

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.834
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
OvlAdjVol:			438									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.69	0.31	2.00	2.89	0.11	2.00	2.40	0.60
Final Sat.:	1600	4800	1600	3200	4307	493	3200	4623	177	3200	3845	955
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.46	0.06	0.21	0.21	0.06	0.25	0.25	0.19	0.38	0.38
OvlAdjV/S:			0.27									
Crit Moves:			****	****				****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 55-1

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

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

Intersection #55 Crenshaw Blvd/Crest Rd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4727	73	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.03	0.25	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:		****		****						****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 56-1

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

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.76	0.24	1.00	2.64	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4420	380	1600	4232	568	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.11	0.21	0.21	0.11	0.13	0.07	0.02	0.11	0.13
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:58 Page 57-1

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

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	3200	0	1600	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.01	0.00	0.21	0.02	0.00	0.19	0.01
Crit Moves:	****					****		****		****		

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

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.312
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.01	0.01	0.21	0.09	0.00	0.18	0.00
Crit Moves:	****					****		****		****		

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

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module: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
OvlAdjVol:												34
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.08	0.33	0.00	0.00	0.36	0.05
OvlAdjV/S:												0.02
Crit Moves:						****		****			****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 60-1

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

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

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

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

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.61		0.39		1.00		1.00		1.00		1.00		1.00		2.98		0.02		1.00		2.92		0.08	
Final Sat.:	978		622		1600		1600		1600		1600		1600		4770		30		1600		4672		128	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.01		0.08		0.01		0.00		0.01		0.01		0.27		0.27		0.04		0.35		0.35	
Crit Moves:					****		****						****								****			

LRWP-AM Tue May 20, 2008 11:54:58 Page 61-1

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

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

Intersection #62 Doty Ave/182nd St

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

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		0.00		0.00		0.82		0.00		0.18		0.04		1.96		0.00		0.00		2.00		1.00	
Final Sat.:	0		0		0		1316		0		284		67		3133		0		0		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.10		0.00		0.09		0.01		0.22		0.00		0.00		0.26		0.03	
Crit Moves:							****						****								****			

LRWP-AM Tue May 20, 2008 11:54:58 Page 62-1

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

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.84	0.16	1.00	1.00	0.10	0.90	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2949	251	1600	1600	155	1445	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.04	0.02	0.02	0.02	0.10	0.41	0.11	0.16	0.39	0.08
Crit Moves:			****			****		****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 63-1

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

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 1	0 0	1	0 0	1 1	0	1 0	2 0	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.87	0.13	1.00	0.00	1.83	0.17	1.00	2.00	0.00
Final Sat.:	0	0	0	1393	207	1600	0	2923	277	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.05	0.00	0.50	0.51	0.02	0.42	0.00
Crit Moves:				****					****	****		

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

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.06	0.07	0.30	0.00	0.00	0.17	0.08
Crit Moves:				****				****		****		

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.39	1.00	0.46	0.54	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	983	617	1600	743	857	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.08	0.05	0.10	0.05	0.04	0.36	0.04	0.05	0.27	0.03
Crit Moves:		****		****				****		****		

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

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.36	0.03	0.00	0.41	0.00
Crit Moves:	****						****				****	

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

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.33	0.00	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	0	1600	533	0	1067	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.03	0.10	0.48	0.01
Crit Moves:	****			****				****		****		

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

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	1.00	2.82	0.18	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1035	565	1600	4509	291	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.01	0.01	0.02	0.35	0.35	0.06	0.40	0.02
Crit Moves:	****				****		****				****	

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

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.75	0.25	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	6006	394	1600	3170	30	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.28	0.03	0.28	0.28	0.08	0.11	0.10	0.23	0.08	0.00
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 70-1

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

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.60	0.40	2.00	3.97	0.03	0.00	3.00	1.00	2.00	1.74	0.26
Final Sat.:	3200	5767	633	3200	6359	41	0	4800	1600	3200	2787	413
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.05	0.29	0.29	0.00	0.25	0.07	0.10	0.28	0.28
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:58 Page 71-1

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

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

Intersection #72 Hawthorne Blvd/177th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.99	0.01	1.00	4.00	1.00	1.72	0.28	1.00	0.55	0.45	1.00
Final Sat.:	3200	6390	10	1600	6400	1600	2759	441	1600	883	717	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.02	0.37	0.03	0.01	0.01	0.00	0.02	0.02	0.03
Crit Moves:		****		****				****				****

LRWP-AM Tue May 20, 2008 11:54:58 Page 72-1

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

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	1.00	3.88	0.12	1.00	2.00	1.00	1.00	1.47	0.53
Final Sat.:	1600	6332	68	1600	6208	192	1600	3200	1600	1600	2348	852
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.43	0.06	0.33	0.33	0.07	0.08	0.02	0.05	0.13	0.13
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:58 Page 73-1

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

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	1 0	3 1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	1.00	3.98	0.02	0.58	0.42	1.00	0.86	0.14	1.00
Final Sat.:	1600	6340	60	1600	6370	30	933	667	1600	1380	220	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.04	0.36	0.36	0.01	0.02	0.02	0.03	0.03	0.05
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:58 Page 74-1

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

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			143									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.16	0.05	0.31	0.14	0.09	0.32	0.18	0.07	0.18	0.13
OvlAdjV/S:			0.09									
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 75-1

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

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.94	0.06	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1600	6400	1600	3200	6305	95	1600	0	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.05	0.35	0.35	0.04	0.00	0.01	0.00	0.00	0.01
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:59 Page 76-1

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

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.595
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 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:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 4.00		1.00	2.00 3.91		0.09	0.97 0.03		1.00	0.33 0.67		1.00
Final Sat.:	1600 6400		1600	3200 6258		142	1553	47	1600	533 1067		1600
Capacity Analysis Module:												
Vol/Sat:	0.00 0.41		0.00	0.02 0.36		0.36	0.08 0.09		0.02	0.00 0.00		0.01
Crit Moves:	****			****			****					****

LRWP-AM Tue May 20, 2008 11:54:59 Page 77-1

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600 1600		1600	1600 1600		1600	1600 1600		1600	1600 1600		1600
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	1.00 3.74		0.26	2.00 3.40		0.60	2.00 3.00		1.00	2.00 2.00		1.00
Final Sat.:	1600 5989		411	3200 5432		968	3200 4800		1600	3200 3200		1600
Capacity Analysis Module:												
Vol/Sat:	0.05 0.35		0.35	0.12 0.32		0.32	0.15 0.17		0.03	0.04 0.19		0.08
OvlAdjV/S:												0.00
Crit Moves:	****			****			****			****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 78-1

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

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	1.00	3.68	0.32	1.00	0.73	0.27	1.00	0.52	0.48
Final Sat.:	1600	6348	52	1600	5894	506	1600	1175	425	1600	835	765
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.04	0.31	0.31	0.07	0.09	0.09	0.01	0.16	0.16
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 79-1

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

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.92	0.08	1.00	3.76	0.24	1.00	0.78	0.22	1.00	0.52	0.48
Final Sat.:	1600	6270	130	1600	6020	380	1600	1253	347	1600	830	770
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.06	0.31	0.31	0.07	0.10	0.10	0.03	0.20	0.20
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 80-1

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	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	6400	1600	3200	6400	1600	3200	6400	1600	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.09	0.10	0.27	0.20	0.16	0.15	0.11	0.05	0.14	0.07
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 81-1

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

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	0 1	0 0	1	1 1	0 0	1
Volume Module: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
OvlAdjVol:									13			0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.65	0.35	1.00	1.33	0.67	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	1038	562	1600	2133	1067	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.05	0.03	0.33	0.04	0.02	0.02	0.03	0.02	0.02	0.02
OvlAdjV/S:									0.01			0.00
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 82-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.96	0.04	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6335	65	3200	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.01	0.32	0.05	0.03	0.01	0.01	0.01	0.01	0.03
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:59 Page 83-1

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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
OvlAdjVol:												101
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	3.00	3.81	0.19	1.00	2.75	0.25	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	4800	6094	306	1600	4397	403	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.07	0.04	0.26	0.26	0.07	0.14	0.14	0.05	0.09	0.10
OvlAdjV/S:												0.06
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 84-1

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

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	4 0	1	1 0	0 1	0	0 1	0 1	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.50	0.50	1.00	0.42	0.58
Final Sat.:	3200	6400	1600	3200	6400	1600	1600	800	800	1600	671	929
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.00	0.01	0.30	0.02	0.02	0.01	0.01	0.01	0.01	0.01
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 85-1

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			195									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	6400	1600	3200	6400	1600	3200	4470	330	4800	3592	1208
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.23	0.08	0.27	0.09	0.13	0.30	0.30	0.11	0.24	0.24
OvlAdjV/S:			0.12									
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 86-1

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

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	3.90	0.10	0.41	0.59	1.00	0.42	0.58	1.00
Final Sat.:	1600	6177	223	1600	6239	161	649	951	1600	672	928	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.06	0.35	0.35	0.05	0.11	0.01	0.05	0.13	0.06
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 87-1

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:												67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.74	0.26	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	5979	421	3200	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.23	0.31	0.07	0.09	0.25	0.06	0.09	0.19	0.27
OvlAdjV/S:												0.04
Crit Moves:		****		****				****		****		

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

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	1 0	1 0	3	0 1	1 0	0	1 0	1 0	0	1 1
Volume Module: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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.71	0.29	1.00	3.00	1.00	1.00	0.80	0.20	1.00	0.19	1.81
Final Sat.:	1600	5937	463	1600	4800	1600	1600	1280	320	1600	310	2890
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.14	0.26	0.04	0.01	0.01	0.01	0.09	0.11	0.11
OvlAdjV/S:												0.00
Crit Moves:		****		****			****				****	

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.90	0.10	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	4642	158	3200	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.07	0.16	0.14	0.21	0.21	0.16	0.14	0.20	0.17
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 90-1

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

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

Intersection #91 Hawthorne Blvd/244th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.97	0.03	0.61	0.39	1.00	0.48	0.52	1.00
Final Sat.:	1600	4771	29	1600	4753	47	971	629	1600	772	828	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.42	0.01	0.28	0.28	0.01	0.02	0.01	0.01	0.02	0.01
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 91-1

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

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

Intersection #92 Hawthorne Blvd/Newton St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 1	0	1 0	1 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.88	0.12	0.62	0.86	0.52	1.00	1.00	1.00
Final Sat.:	1600	4700	100	1600	4606	194	993	1379	828	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.40	0.02	0.27	0.27	0.03	0.05	0.05	0.02	0.03	0.04
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:59 Page 92-1

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

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	0.96	0.04	1.00	1.00	0.50	0.50
Final Sat.:	1600	4800	1600	1600	4200	600	1543	57	1600	1600	800	800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.03	0.01	0.26	0.26	0.12	0.12	0.03	0.00	0.00	0.00
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 93-1

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

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.96	0.04	0.60	0.40	1.00	1.00	0.12	1.88
Final Sat.:	1600	3200	1600	3200	3141	59	960	640	1600	1600	184	3016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.10	0.08	0.29	0.29	0.00	0.00	0.00	0.06	0.12	0.12
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 94-1

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

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

Intersection #95 Henrietta St/Del Amo Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3051	149	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.15	0.00	0.00	0.00	0.00	0.28	0.28	0.10	0.16	0.00
Crit Moves:			****					****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 95-1

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

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.12	0.08	0.37	0.00	0.00	0.30	0.01
Crit Moves:						****	****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 96-1

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

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

Intersection #97 Hickory Ave/Torrance Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.40	0.60	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	521	1079	1600	640	960	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.01	0.02	0.05	0.02	0.02	0.34	0.02	0.01	0.41	0.01
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 97-1

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

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 0	1	1 0	2 1	0	1 0	4 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.00	1.00	1.00	2.77	0.23	1.00	4.00	1.00
Final Sat.:	1600	106	1494	1600	0	1600	1600	4431	369	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.07	0.03	0.00	0.02	0.01	0.32	0.32	0.05	0.32	0.01
Crit Moves:	****					****			****		****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	1.00	1.70	0.00	0.30	0.00	2.00	1.00	0.00	2.00	0.00				
Final Sat.:	0	0	1600	2727	0	473	0	3200	1600	0	3200	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.02	0.20	0.00	0.21	0.00	0.26	0.01	0.00	0.21	0.00				
Crit Moves:			****	****				****		****						

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

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	0	0	3200	0	1600	0	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.01	0.00	0.00	0.46	0.26				
Crit Moves:						****		****			****					

LRWP-AM Tue May 20, 2008 11:54:59 Page 100-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	1 0	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	3118	0	82	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.24	0.00	0.00	0.00	0.00	0.25	0.33	0.08	0.51	0.00
Crit Moves:			****				****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 101-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.038
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
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
OvlAdjVol:									149			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.46	0.54	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3941	859	198	0	3002	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.32	0.00	0.00	0.46	0.46	0.28	0.00	0.28	0.00	0.00	0.00
OvlAdjV/S:									0.05			
Crit Moves:	****				****		****					

LRWP-AM Tue May 20, 2008 11:54:59 Page 102-1

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

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module: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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.73	0.00	0.27
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2766	0	434
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.22	0.04	0.24	0.00	0.00	0.00	0.00	0.39	0.00	0.39
OvlAdjV/S:			0.00									
Crit Moves:		****		****						****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 103-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.31	0.00	0.69	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	2091	0	1109	3200	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.21	0.21	0.00	0.00	0.39	0.08
Crit Moves:						****		****			****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 104-1

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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		
OvlAdjVol:											296													
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600		1600		1600		1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.16	0.84		1.00			0.87		0.13		1.00		2.00	2.00		1.00			1.00	2.00		1.00		
Final Sat.:	251	1349		1600			1394		206		1600		3200	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.09		0.01			0.24		0.27		0.34		0.16	0.30		0.01			0.03	0.22		0.12		
OvlAdjV/S:											0.18													
Crit Moves:		****					****						****							****				

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LRWP-AM Tue May 20, 2008 11:54:59 Page 105-1

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

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						Split Phase						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	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:	1600	1600		1600			1600		1600		1600		1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00		1.00		1.00		1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	0.00	0.00		1.00			1.00		0.00		1.00		1.00	0.99		0.01			0.01	0.99		1.00		
Final Sat.:	0	0		1600			1600		0		1600		1600	1596		4			10	1590		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00			0.02		0.00		0.03		0.04	0.23		0.23			0.00	0.31		0.02		
Crit Moves:				****							****		****							****				

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LRWP-AM Tue May 20, 2008 11:54:59 Page 106-1

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

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

Intersection #109 Madison St/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.96	0.04	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6333	67	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.27	0.27	0.06	0.35	0.00
Crit Moves:			****				****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 107-1

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

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

Intersection #110 Madison St/Skypark Dr

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.69	0.31	1.00	1.82	0.18
Final Sat.:	1600	1600	1600	1600	2128	1072	1600	2710	490	1600	2904	296
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.12	0.05	0.07	0.07	0.02	0.12	0.12	0.06	0.07	0.07
Crit Moves:	****				****			****		****		

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

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

Intersection #111 Madison St/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.97	0.76	1.00	1.00	1.00	1.00	2.93	0.07	1.00	2.39	0.61
Final Sat.:	431	1551	1218	1600	1600	1600	1600	4691	109	1600	3822	978
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.03	0.05	0.02	0.09	0.24	0.24	0.05	0.34	0.34
Crit Moves:		****		****			****				****	

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

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	1.86	0.14	1.00	1.86	0.14	1.00
Final Sat.:	1600	4800	1600	1600	4685	115	2974	226	1600	2979	221	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.03	0.00	0.24	0.24	0.03	0.03	0.11	0.02	0.02	0.01
Crit Moves:	****				****				****	****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 110-1

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

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 1	0 0	1	0 1	0 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.98	0.02	0.96	0.04	1.00	1.00	0.00	1.00
Final Sat.:	1600	4748	52	1600	4773	27	1542	58	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.00	0.22	0.22	0.03	0.03	0.11	0.00	0.00	0.00
Crit Moves:		****		****					****	****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 111-1

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

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.70	0.30	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.82	0.18
Final Sat.:	3200	4312	488	3200	4800	1600	3200	3200	1600	3200	4519	281
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.02	0.18	0.10	0.06	0.33	0.13	0.04	0.17	0.17
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 112-1

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

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	0	1 0	3 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module: 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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.00	0.22	0.02	0.00	0.00	0.05	0.00	0.00	0.00
OvlAdjV/S:						0.00						
Crit Moves:	****				****				****			

LRWP-AM Tue May 20, 2008 11:54:59 Page 113-1

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

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.29	0.71
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	1600	3664	1136
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.09	0.04	0.19	0.05	0.03	0.16	0.06	0.06	0.18	0.18
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 114-1

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

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Permitted				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	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.93	0.07		2.00	2.00	1.00		1.00	1.43	0.57		1.00	1.00	1.00	
Final Sat.:	1600	4692	108		3200	3200	1600		1600	2286	914		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.17	0.17		0.02	0.24	0.06		0.02	0.01	0.01		0.01	0.03	0.22	
Crit Moves:	****					****			****						****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 115-1

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

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Split Phase				Split Phase				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	
OvlAdjVol:							0								100	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	2.00		2.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		3200	0	3200		3200	4800	0		0	4800	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.07		0.09	0.27	0.00		0.00	0.28	0.23	
OvlAdjV/S:							0.00								0.06	
Crit Moves:					****					****				****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 116-1

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

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

Intersection #119 Maple Ave/Maricopa St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	1.43	1.00	0.59	1.41	1.00	1.00	1.00	1.00	1.67	0.33	1.00
Final Sat.:	912	2288	1600	941	2259	1600	1600	1600	1600	2667	533	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.06	0.10	0.16	0.03	0.00	0.00	0.02	0.09	0.09	0.14
OvlAdjV/S:			0.00									
Crit Moves:		****		****					****			****

LRWP-AM Tue May 20, 2008 11:54:59 Page 117-1

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

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.03	0.02	0.17	0.14	0.05	0.26	0.08	0.06	0.36	0.04
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 118-1

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

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

Intersection #121 Maple Ave/Carson St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	1.00	0.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1214	386	1600	1265	335	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.03	0.12	0.12	0.02	0.26	0.03	0.06	0.31	0.05
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 119-1

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

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

Intersection #122 Maple Ave/Plaza Del Amo

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.92	0.08	1.00	1.53	0.47	1.00	1.28	0.72
Final Sat.:	1600	3134	66	1600	3077	123	1600	2447	753	1600	2043	1157
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.18	0.01	0.15	0.15	0.01	0.02	0.02	0.04	0.06	0.06
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:54:59 Page 120-1

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

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.55	0.45	1.00	1.46	0.54	2.00	2.71	0.29	2.00	3.64	0.36
Final Sat.:	1600	2478	722	1600	2336	864	3200	4330	470	3200	5819	581
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.15	0.14	0.11	0.11	0.03	0.27	0.27	0.04	0.27	0.27
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:54:59 Page 121-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.24	0.76	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1557	43	1600	376	1224	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.05	0.22	0.05	0.07	0.07	0.01	0.00	0.01	0.08
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:59 Page 122-1

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

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

Intersection #125 Maple Ave/Nadine Circle

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.17	1.00	1.00	0.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1321	279	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.23	0.01	0.03	0.04	0.03	0.00	0.00	0.01
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:54:59 Page 123-1

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

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

Intersection #126 Mobile Oil Entrance/190th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4771	29	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.38	0.38	0.05	0.39	0.00
Crit Moves:			****					****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 124-1

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

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	1 0	0 1	0	2 0	2 1	0	1 0	3 0	1
Volume Module: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
OvlAdjVol:			112									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.30	1.00	1.00	0.50	0.50	2.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1125	475	1600	1600	800	800	3200	4494	306	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.14	0.00	0.01	0.01	0.01	0.33	0.33	0.07	0.22	0.00
OvlAdjV/S:			0.07									
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 125-1

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

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	0.51	0.49	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	55	1545	1600	817	783	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.08	0.08	0.15	0.04	0.08	0.22	0.00	0.02	0.20	0.06
Crit Moves:		****		****			****				****	

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

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.432
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.08	1.00	1.00	1.00	0.00	1.00	2.42	0.58	1.00	2.00	1.00
Final Sat.:	3071	129	1600	1600	1600	0	1600	3870	930	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	1.00	0.07	0.01	0.00	0.00	0.03	0.29	0.29	0.04	0.27	0.05
Crit Moves:		****		****				****		****		

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

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.14	0.05	0.09	0.04	0.07	0.21	0.05	0.17	0.22	0.03
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 128-1

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

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2669	531	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.33	0.26	0.26	0.01	0.11	0.03	0.04	0.21	0.15	0.11	0.28	0.04
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 129-1

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

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

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

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	0.64	0.36	1.00	0.22	0.78	1.00
Final Sat.:	1600	3075	125	1600	3200	1600	1017	583	1600	347	1253	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.38	0.38	0.04	0.21	0.02	0.04	0.06	0.10	0.01	0.07	0.03
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 130-1

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

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	1.00	1.00	1.00	0.21	0.79	1.00
Final Sat.:	1600	3182	18	1600	3062	138	1600	1600	1600	330	1270	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.01	0.23	0.23	0.07	0.04	0.03	0.01	0.04	0.07
Crit Moves:		****		****			****					****

LRWP-AM Tue May 20, 2008 11:55:00 Page 131-1

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

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.26	0.74	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3183	17	419	1181	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.07	0.02	0.23	0.23	0.01	0.03	0.01	0.10	0.01	0.03
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 132-1

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

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Split Phase						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	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	1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	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	1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00		1.00	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:	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		
Adjustment:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		
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.:	1600		0		1600		533		0		1067		0	3200		1600		1600	3200			0		
Capacity Analysis Module:																								
Vol/Sat:	0.33	0.00		0.12		0.00	0.00		0.00		0.00		0.44		0.14		0.09		0.36			0.00		
Crit Moves:	****					****							****				****							

LRWP-AM Tue May 20, 2008 11:55:00 Page 133-1

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	2	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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	2.00	2.00		1.00		2.00	2.00		1.00		2.00	2.00		1.00		1.00	2.00		1.00					
Final Sat.:	3200	3200		1600		3200	3200		1600		3200	3200		1600		1600	3200		1600					
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.25		0.18		0.08	0.30		0.11		0.06	0.27		0.20		0.12	0.23		0.16					
Crit Moves:	****						****					****				****								

LRWP-AM Tue May 20, 2008 11:55:00 Page 134-1

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

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

Intersection #137 Prairie Ave/Artesia Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			343									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.84	0.16	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4540	260	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.32	0.19	0.33	0.01	0.05	0.32	0.32	0.11	0.32	0.12
OvlAdjV/S:			0.21									
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 135-1

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

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3142	58	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.09	0.11	0.40	0.06	0.16	0.14	0.14	0.19	0.14	0.11
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 136-1

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			311									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.90	0.10	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4646	154	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.35	0.12	0.30	0.09	0.12	0.23	0.23	0.15	0.19	0.09
OvlAdjV/S:			0.19									
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 137-1

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.02	0.07	0.19	0.26	0.16	0.18	0.09	0.00	0.11	0.06
Crit Moves:	****					****	****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 138-1

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

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2462	738	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.11	0.18	0.18	0.18	0.07	0.18	0.01	0.04	0.22	0.11
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 139-1

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

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	315	800	485	1444	156	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.16	0.16	0.05	0.07	0.25	0.00	0.01	0.34	0.08
Crit Moves:			****		****		****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 140-1

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

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	1.00	2.95	0.05
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4557	243	1600	4725	75
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.07	0.02	0.03	0.01	0.02	0.27	0.27	0.07	0.33	0.33
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 141-1

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

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

Intersection #144 Sartori Ave/Torrance Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.48	0.52	1.00	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	1600	1600	1600	765	835	1600	1600	3200	1600	1600	3161	39
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.05	0.01	0.03	0.00	0.01	0.43	0.03	0.03	0.38	0.38
Crit Moves:			****	****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 142-1

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

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2964	236	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.17	0.16	0.11	0.06	0.18	0.04	0.04	0.25	0.10
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 143-1

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

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	1.74	1.00	0.15	1.85	1.00	0.30	0.70	1.00	0.31	0.69	1.00
Final Sat.:	420	2780	1600	239	2961	1600	474	1126	1600	493	1107	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.04	0.03	0.18	0.02	0.03	0.11	0.06	0.06	0.18	0.07
Crit Moves:	****				****		****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 144-1

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

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

Intersection #147 Van Ness Ave/Artesia Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.89	0.11	1.00	2.86	0.14
Final Sat.:	1600	3200	1600	1600	2986	214	1600	4618	182	1600	4573	227
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.06	0.10	0.15	0.15	0.03	0.24	0.24	0.14	0.31	0.31
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 145-1

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

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

Intersection #148 Van Ness Ave/182nd St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.53	0.47	1.00	1.78	0.22	1.00	1.55	0.45	1.00	1.58	0.42
Final Sat.:	1600	2449	751	1600	2852	348	1600	2486	714	1600	2534	666
Capacity Analysis Module:												
Vol/Sat:	0.06	0.13	0.13	0.07	0.26	0.26	0.04	0.11	0.11	0.14	0.18	0.18
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 146-1

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

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.42	0.58	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	2265	935	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.08	0.07	0.28	0.28	0.05	0.31	0.12	0.08	0.31	0.03
Crit Moves:	****				****			****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 147-1

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

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.346
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.19	0.04	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.01
Crit Moves:	****				****					****		

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.57	0.43		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	2506	694		3200	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.18	0.10		0.06	0.24	0.24		0.09	0.05	0.08		0.04	0.20	0.04	
Crit Moves:	****					****			****					****		

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

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1 0	2	0	1	1 0	2	0	1	0 1	0	0	1	0 1	0	0	1
Volume Module: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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.59	0.41	1.00		0.29	0.71	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		937	663	1600		472	1128	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.04		0.07	0.06	0.06		0.02	0.03	0.01		0.02	0.06	0.02	
Crit Moves:		****			****				****					****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 150-1

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

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

Intersection #153 Victor St/Del Amo Blvd

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	3200	1600		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.16		0.00	0.00	0.00		0.00	0.27	0.07		0.12	0.20	0.00	
Crit Moves:			****							****			****			

LRWP-AM Tue May 20, 2008 11:55:00 Page 151-1

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

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

Intersection #154 Victor St/Torrance Blvd

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.08		0.06	0.37	0.00		0.00	0.33	0.02	
Crit Moves:							****		****					****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 152-1

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

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

Intersection #155 Village Lane/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.03	0.01	0.06	0.07	0.24	0.09	0.01	0.23	0.02
Crit Moves:	****					****	****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 153-1

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

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

Intersection #156 Western Ave/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.978
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.39	0.61
Final Sat.:	1600	3200	1600	3200	3200	1600	1600	4800	1600	1600	3823	977
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.19	0.10	0.27	0.05	0.07	0.25	0.10	0.26	0.38	0.38
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 154-1

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

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2622	578	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.05	0.10	0.26	0.10	0.06	0.13	0.13	0.06	0.15	0.12
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 155-1

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

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

Intersection #158 Western Ave/190th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	3 0	1	2 0	2 1	0
Volume Module: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
OvlAdjVol:			0						508			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.08	0.92	2.00	3.00	1.00	2.00	2.83	0.17
Final Sat.:	3200	4800	1600	3200	3332	1468	3200	4800	1600	3200	4526	274
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.07	0.03	0.41	0.41	0.08	0.19	0.37	0.09	0.18	0.18
OvlAdjV/S:			0.00						0.32			
Crit Moves:	****				****				****	****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 156-1

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

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	3 0	1	0 1	0 0	1	1 0	1 0	1
Volume Module: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.01	0.03	0.38	0.18	0.01	0.00	0.01	0.01	0.00	0.02
Crit Moves:	****				****		****					****

LRWP-AM Tue May 20, 2008 11:55:00 Page 157-1

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

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.05	0.08	0.26	0.46	0.07	0.01	0.10	0.03	0.04	0.12
Crit Moves:	****					****	****					****

LRWP-AM Tue May 20, 2008 11:55:00 Page 158-1

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

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.02	0.02	0.18	0.02	0.03	0.13	0.05	0.02	0.14	0.02
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 159-1

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

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	0.72	0.28	1.00	0.19	0.46	0.35
Final Sat.:	1600	3200	1600	1600	4599	201	1149	451	1600	311	737	553
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.01	0.02	0.17	0.17	0.08	0.11	0.03	0.02	0.09	0.09
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 160-1

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

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.09	0.05	0.20	0.06	0.07	0.25	0.07	0.12	0.31	0.13
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 161-1

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

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.45	1.00	0.21	0.79	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	886	714	1600	336	1264	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.02	0.00	0.27	0.03	0.08	0.15	0.04	0.03	0.13	0.05
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 162-1

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

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

Intersection #165 Western Ave/223rd St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.06	0.03	0.33	0.03	0.05	0.10	0.07	0.15	0.16	0.06
Crit Moves:		****		****				****		****		

LRWP-AM Tue May 20, 2008 11:55:00 Page 163-1

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			71			84						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.87	0.13	2.00	2.62	0.38
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	4599	201	3200	4197	603
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.09	0.27	0.13	0.07	0.28	0.28	0.10	0.36	0.36
OvlAdjV/S:			0.04			0.05						
Crit Moves:		****		****			****				****	

LRWP-AM Tue May 20, 2008 11:55:00 Page 164-1

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

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module:	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	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	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	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	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	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:	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
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.:	1530		70		1600		1493		107		1600		1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.09		0.09		0.01	0.01		0.01		0.01		0.39		0.05		0.05	0.31		0.02				
Crit Moves:		****					****						****				****							

LRWP-AM Tue May 20, 2008 11:55:00 Page 165-1

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

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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	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	1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	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	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	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:	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		1600	1600	1600		1600		1600
Adjustment:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
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.:	504		1096		1600		547		1053		1600		1600	3200		1600			1600	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.15		0.02		0.05	0.15		0.03		0.04	0.26		0.03		0.08	0.49		0.04					
Crit Moves:	****						****				****						****							

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

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

Intersection #171 Yukon Ave/182nd St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	4 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1! 0	0	1	0	1	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module: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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.12	0.64	0.24		1.00	1.00	1.00		1.00	1.93	0.07		1.00	1.64	0.36	
Final Sat.:	190	1029	381		1600	1600	1600		1600	3089	111		1600	2616	584	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.10	0.11		0.08	0.10	0.04		0.03	0.17	0.17		0.06	0.22	0.22	
Crit Moves:			****		****				****					****		

Weekday PM Peak Hour

LRWP-PM Tue May 20, 2008 11:55:18 Page 2-1

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

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

Intersection #1 Abalone Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.28	0.72		1.00	1.00	1.00		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1600	447	1153		1600	1600	1600		1600	3200	1600		1600	3185	15	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.03	0.03		0.01	0.01	0.07		0.04	0.38	0.06		0.02	0.39	0.39	
Crit Moves:	****						****		****					****		

LRWP-PM Tue May 20, 2008 11:55:18 Page 3-1

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

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

Intersection #2 Aero Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	2	0	0	0 1	1	0	3	0 0	0	0	2	1 0
Volume Module: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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.00	3.00	0.00		0.00	2.94	0.06	
Final Sat.:	0	0	0		3200	0	1600		1600	4800	0		0	4698	102	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.06		0.01	0.31	0.00		0.00	0.33	0.33	
Crit Moves:							****		****					****		

LRWP-PM Tue May 20, 2008 11:55:18 Page 4-1

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

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

Intersection #3 Ainsworth Ave/Redondo Bch Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.46	0.08	0.01	0.34	0.00
Crit Moves:	****							****		****		

LRWP-PM Tue May 20, 2008 11:55:18 Page 5-1

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

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

Intersection #4 Airport Dr/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	1.94	0.06	1.00	1.00	2.99	0.01	1.00	2.81	0.19
Final Sat.:	1429	171	1600	3102	98	1600	1600	4784	16	1600	4497	303
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.12	0.12	0.04	0.01	0.49	0.49	0.01	0.46	0.46
Crit Moves:	****			****				****		****		

LRWP-PM Tue May 20, 2008 11:55:18 Page 6-1

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

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

Intersection #5 Amie Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.47	0.53	1.00	3.00	1.00	1.00	2.75	0.25
Final Sat.:	1600	1600	1600	1600	756	844	1600	4800	1600	1600	4399	401
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.07	0.05	0.03	0.05	0.03	0.32	0.01	0.09	0.36	0.36
Crit Moves:			****	****				****		****		

LRWP-PM Tue May 20, 2008 11:55:18 Page 7-1

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

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

Intersection #6 Amie-Freeman Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	1.00	0.71	0.03	0.26	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	492	1108	1600	1137	55	408	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.09	0.09	0.02	0.34	0.01	0.05	0.31	0.05
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:18 Page 8-1

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

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

Intersection #7 Anza Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1! 0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module: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	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.96	0.01	1.03		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	3139	0	1661		0	0	0		0	3200	1600		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00	0.19		0.00	0.00	0.00		0.00	0.35	0.15		0.28	0.36	0.00	
OvlAdjV/S:			0.00													
Crit Moves:	****									****			****			

LRWP-PM Tue May 20, 2008 11:55:19 Page 9-1

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

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

Intersection #8 Anza Ave/Halison St

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

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.71	0.29	1.00		0.44	0.56	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1143	457	1600		702	898	1600	
Capacity Analysis Module:																		
Vol/Sat:	0.03	0.29	0.03		0.01	0.28	0.01		0.01	0.01	0.01		0.02	0.04	0.01	
Crit Moves:	****					****			****					****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 10-1

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

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

Intersection #9 Anza Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.23	0.77	1.00	1.82	0.18
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3565	1235	1600	2911	289
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.07	0.05	0.26	0.06	0.11	0.15	0.15	0.13	0.27	0.27
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 11-1

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

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

Intersection #10 Anza Ave/Spencer St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.38	0.62	1.00	0.65	0.35	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	612	988	1600	1041	559	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.07	0.08	0.30	0.01	0.02	0.05	0.04	0.05	0.08	0.06
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 12-1

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

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

Intersection #11 Anza Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.42	0.58	1.00	0.59	0.41	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	672	928	1600	945	655	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.09	0.05	0.28	0.03	0.02	0.05	0.06	0.04	0.07	0.03
Crit Moves:		****		****					****	****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 13-1

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

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

Intersection #12 Anza Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			Include		
Min. 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.49	0.51	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3984	816	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.10	0.12	0.22	0.05	0.08	0.25	0.25	0.18	0.35	0.18
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 14-1

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

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

Intersection #13 Anza Ave/Lenore St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.49	0.51	1.00	0.43	0.57	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	777	823	1600	682	918	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.02	0.02	0.36	0.03	0.02	0.04	0.04	0.02	0.04	0.01
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 15-1

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

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

Intersection #14 Anza Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	3200	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.10	0.09	0.32	0.04	0.02	0.17	0.03	0.12	0.28	0.16
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 16-1

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.21	0.33	0.10	0.10	0.32	0.15	0.18	0.32	0.21
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 17-1

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

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

Intersection #16 Anza Ave/226th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.64	0.36	1.00	0.67	0.33	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1024	576	1600	1067	533	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.01	0.01	0.39	0.03	0.01	0.02	0.04	0.02	0.03	0.01
Crit Moves:	****				****				****	****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 18-1

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

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

Intersection #17 Anza Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	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
Initial Bse:	0	791	243	443	956	0	0	0	0	391	0	706
Added Vol:	0	9	0	21	10	0	0	0	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	800	243	464	966	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
PHF Adj:	1.00	1.00	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	391	0	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	800	243	464	966	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
MLF Adj:	1.00	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	391	0	752
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.03	0.00	1.97
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1642	0	3158
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.15	0.29	0.30	0.00	0.00	0.00	0.00	0.24	0.00	0.24
Crit Moves:		****		****						****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 19-1

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

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

Intersection #18 Anza Ave/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.82	0.18	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2906	294	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.01	0.04	0.20	0.39	0.20	0.20	0.09	0.00	0.02	0.01
Crit Moves:	****					****	****				****	

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

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

Intersection #19 Anza Ave/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.07	0.93	1.57	1.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1718	1482	2509	2291	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.10	0.10	0.07	0.04	0.38	0.03	0.13	0.40	0.11
Crit Moves:	****				****			****		****		

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

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

Intersection #20 Arlington Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	206	1394	1600	159	1441	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.13	0.02	0.21	0.00	0.01	0.50	0.05	0.16	0.47	0.04
Crit Moves:		****		****				****		****		

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

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

Intersection #21 Arlington Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.12	0.88	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	423	1177	1600	187	1413	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.01	0.10	0.01	0.01	0.41	0.02	0.09	0.43	0.03
Crit Moves:		****		****				****		****		

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

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

Intersection #23 Arlington Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:			13			0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.81	0.19
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4396	404	1600	4500	300
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.08	0.02	0.16	0.11	0.15	0.40	0.40	0.07	0.40	0.40
OvlAdjV/S:			0.01			0.00						
Crit Moves:	****				****		****				****	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Ideal Flow (vphpl)	1700	1800	1800	1700	1800	1800	1800	1700	1700	1800	1800	1700
Total Lost time (s)		6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85	1.00	0.88		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

LRWP-PM Tue May 20, 2008 11:55:19 Page 24-1

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

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

Intersection #24 Arlington Ave/231st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.29	0.71	1.00	0.31	0.69	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	457	1143	1600	503	1097	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.05	0.05	0.42	0.07	0.01	0.04	0.03	0.01	0.02	0.05
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 25-1

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

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

Intersection #25 Arlington Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.719
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	0 1	0 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.23	0.77	1.00	0.11	0.89	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	372	1228	1600	172	1428	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.01	0.03	0.42	0.03	0.05	0.22	0.05	0.01	0.09	0.02
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 26-1

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

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

Intersection #26 Cabrillo Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.12	0.19	0.06	0.06	0.40	0.04	0.02	0.39	0.10
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 27-1

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

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

Intersection #27 Cabrillo Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.89	0.11	1.00	2.95	0.05
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4630	170	1600	4712	88
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.04	0.02	0.13	0.13	0.11	0.41	0.41	0.03	0.39	0.39
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 28-1

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

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

Intersection #28 Cabrillo-Van Ness Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3010	190	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.07	0.07	0.16	0.15	0.07	0.50	0.50	0.10	0.39	0.04
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 29-1

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

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

Intersection #29 Calle Mayor/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 168 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			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.72	0.28
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2749	451
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.09	0.18	0.19	0.10	0.11	0.39	0.02	0.19	0.38	0.38
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 30-1

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

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

Intersection #30 Carlow Rd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 16 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	800	0	800	1600	0	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.02	0.18	0.00	0.00	0.22	0.04
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 31-1

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

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

Intersection #31 Casimir Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1126	474	1600	1214	386	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.01	0.02	0.02	0.03	0.56	0.01	0.01	0.47	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #32 Cota Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	835	765	1600	1455	145	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.02	0.52	0.01	0.00	0.48	0.01
Crit Moves:		****		****				****		****		

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

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

Intersection #33 Crenshaw Blvd/Redondo Bch Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	4124	676
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.13	0.07	0.36	0.16	0.13	0.21	0.14	0.14	0.19	0.19
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 34-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.37	0.44	0.19	0.51	0.49	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	590	699	311	820	780	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.00	0.07	0.39	0.03	0.02	0.06	0.06	0.04	0.07	0.04
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 35-1

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

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

Intersection #35 Crenshaw Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.977
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	2 0	1	2 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.84	0.16	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4548	252	1600	3200	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.18	0.11	0.22	0.22	0.06	0.36	0.04	0.09	0.36	0.09
Crit Moves:		****		****				****		****		

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

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

Intersection #36 Crenshaw Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:			329									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.31	0.69	1.13	1.50	0.37
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2098	1102	1811	2400	589
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.52	0.02	0.29	0.09	0.11	0.19	0.19	0.32	0.32	0.31
OvlAdjV/S:			0.21									
Crit Moves:		****		****				****		****		

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
OvlAdjVol:			89			374						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.55	0.45	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	4800	4077	723	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.10	0.03	0.36	0.38	0.14	0.26	0.26	0.04	0.23	0.04
OvlAdjV/S:			0.06			0.23						
Crit Moves:	****				****		****				****	

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.136
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	0 1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	3331	1469	1600	4665	135	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.49	0.27	0.40	0.40	0.10	0.08	0.08	0.18	0.01	0.20
Crit Moves:		****		****			****					****

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

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

Intersection #39 Crenshaw Blvd/208th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.89	0.11	1.00	3.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	0	4625	175	1600	4800	0	0	0	0	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.05	0.46	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****								****

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

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

Intersection #40 Crenshaw Blvd/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	1.89	0.11	1.00	0.58	0.42	1.00
Final Sat.:	1600	4800	1600	1600	4235	565	3017	183	1600	933	667	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.00	0.00	0.46	0.46	0.23	0.23	0.13	0.01	0.01	0.00
Crit Moves:	****				****			****		****		

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.905
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.13	0.11	0.39	0.14	0.06	0.26	0.06	0.05	0.29	0.09
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 42-1

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

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

Intersection #42 Crenshaw Blvd/El Dorado St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.94	0.06	0.60	0.40	1.00	0.59	0.41	1.00
Final Sat.:	1600	4776	24	1600	4703	97	955	645	1600	951	649	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.50	0.50	0.02	0.49	0.48	0.02	0.04	0.05	0.03	0.04	0.01
Crit Moves:		****		****					****	****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 43-1

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

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

Intersection #43 Crenshaw Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.036
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 3 0 1			2 0 2 1 0			2 0 2 1 0			2 0 2 0 1		
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.59	0.41	2.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	3200	4800	1600	3200	4149	651	3200	4412	388	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.21	0.10	0.44	0.44	0.07	0.27	0.27	0.09	0.40	0.09
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 44-1

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

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

Intersection #44 Crenshaw Blvd/Jefferson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.87	0.13	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4594	206	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.06	0.46	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Moves:		****		****						****		

LRWP-PM Tue May 20, 2008 11:55:19 Page 45-1

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

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

Intersection #45 Crenshaw Blvd/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.68	0.32	1.54	xxxx	1.46	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4284	516	2464	0	2336	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.00	0.00	0.47	0.47	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					

LRWP-PM Tue May 20, 2008 11:55:19 Page 46-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.00	1.00	0.53	0.00	0.47
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	0	1600	847	0	753
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.01	0.01	0.52	0.01	0.11	0.00	0.03	0.01	0.00	0.02
Crit Moves:	****				****		****					****

LRWP-PM Tue May 20, 2008 11:55:19 Page 47-1

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

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

Intersection #47 Crenshaw Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	6400	1600	3200	4800	1600	3200	4800	1600	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.11	0.34	0.18	0.06	0.28	0.17	0.15	0.21	0.08
Crit Moves:	****				****			****		****		

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

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

Intersection #48 Crenshaw Blvd/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	4596	204	1600	4686	114	1600	1600	1600	1600	1351	249
Capacity Analysis Module:												
Vol/Sat:	0.11	0.50	0.50	0.03	0.45	0.45	0.03	0.17	0.21	0.05	0.14	0.14
Crit Moves:	****				****				****	****		

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

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

Intersection #49 Crenshaw Blvd/237th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	3.00	1.00	2.00	0.00	1.00	0.73	0.27	1.00
Final Sat.:	1600	4659	141	1600	4800	1600	3200	0	1600	1167	433	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.47	0.04	0.47	0.03	0.14	0.00	0.12	0.06	0.06	0.02
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 50-1

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.054
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:						0			2			97
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.00	0.12	0.39	0.17	0.24	0.20	0.08	0.18	0.27	0.18
OvlAdjV/S:						0.00			0.00			0.06
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 51-1

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

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

Intersection #51 Crenshaw Blvd/Torrance Crossroads

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.72	0.00	0.28	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	2745	0	455	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.00	0.00	0.44	0.22	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****		****					

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:									14			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.94	0.06	1.00	3.00	1.00	1.84	0.16	1.00	1.59	0.41	1.00
Final Sat.:	3200	4712	88	1600	4800	1600	2941	259	1600	2544	656	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.04	0.45	0.20	0.16	0.16	0.09	0.01	0.01	0.04
OvlAdjV/S:									0.01			
Crit Moves:	****				****			****				****

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

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

Intersection #53 Crenshaw Blvd/Airport Dr

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.77	0.23	1.39	0.46	0.15	1.00	1.00	1.00
Final Sat.:	1600	4765	35	1600	4434	366	2220	732	248	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.13	0.41	0.41	0.17	0.17	0.17	0.02	0.02	0.06
Crit Moves:	****				****			****				****

LRWP-PM Tue May 20, 2008 11:55:19 Page 54-1

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.037
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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
OvlAdjVol:			265									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.63	0.37	2.00	2.81	0.19	2.00	2.37	0.63
Final Sat.:	1600	4800	1600	3200	4212	588	3200	4497	303	3200	3787	1013
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.29	0.26	0.27	0.27	0.15	0.26	0.26	0.13	0.36	0.36
OvlAdjV/S:			0.17									
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:19 Page 55-1

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

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

Intersection #55 Crenshaw Blvd/Crest Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.94	0.06	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4709	91	1600	4800	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.10	0.29	0.00	0.00	0.00	0.00	0.03	0.00	0.05
Crit Moves:		****		****								****

LRWP-PM Tue May 20, 2008 11:55:19 Page 56-1

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

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

Intersection #56 Crenshaw Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1600	4581	219	1600	4224	576	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.23	0.27	0.27	0.15	0.15	0.04	0.02	0.13	0.21
Crit Moves:		****		****			****					****

LRWP-PM Tue May 20, 2008 11:55:20 Page 57-1

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

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

Intersection #57 Del Amo Circle/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.07	0.20	0.01	0.02	0.05	0.27	0.03	0.06	0.26	0.16
Crit Moves:			****	****				****		****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 58-1

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

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

Intersection #58 Del Amo Circle East/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	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:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		3.00		1.00		1.00		3.00		1.00	
Final Sat.:	1600		1600		1600		1600		1600		1600		1600		4800		1600		1600		4800		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.06		0.00		0.13		0.01		0.00		0.01		0.02		0.31		0.03		0.17		0.27		0.01	
Crit Moves:					****		****								****				****					

LRWP-PM Tue May 20, 2008 11:55:20 Page 59-1

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

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

Intersection #59 Del Amo Circle East/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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	
OvlAdjVol:																							0	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		0.00		0.00		2.00		0.00		1.00		1.00		3.00		0.00		0.00		3.00		1.00	
Final Sat.:	0		0		0		3200		0		1600		1600		4800		0		0		4800		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.06		0.00		0.11		0.10		0.42		0.00		0.00		0.40		0.07	
OvlAdjV/S:																							0.00	
Crit Moves:											****				****						****			

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.97	0.03
Final Sat.:	600	1000	1600	1600	1600	1600	1600	4728	72	1600	4752	48
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.07	0.02	0.02	0.03	0.01	0.32	0.32	0.06	0.33	0.33
Crit Moves:			****	****				****		****		

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

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

Intersection #62 Doty Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.05	0.00	0.95	0.26	1.74	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	74	0	1526	424	2776	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.05	0.20	0.00	0.00	0.30	0.00
Crit Moves:				****			****				****	

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

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

Intersection #63 Early Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.94	0.06	1.00	1.00	0.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3109	91	1600	1600	30	1570	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.10	0.07	0.13	0.13	0.04	0.40	0.06	0.05	0.39	0.02
Crit Moves:			****			****		****		****		

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

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

Intersection #64 El Prado Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.97	0.03	1.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1600	0	3151	49	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.47	0.47	0.00	0.58	0.00
Crit Moves:						****	****				****	

LRWP-PM Tue May 20, 2008 11:55:20 Page 64-1

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

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

Intersection #65 Entradero Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.04	0.20	0.00	0.00	0.25	0.09
Crit Moves:				****			****				****	

LRWP-PM Tue May 20, 2008 11:55:20 Page 65-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	0.65	0.35	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	847	753	1600	1033	567	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.07	0.11	0.02	0.02	0.36	0.03	0.08	0.44	0.08
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:20 Page 66-1

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

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

Intersection #67 Fern Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.49	0.02	0.02	0.51	0.00
Crit Moves:			****					****		****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 67-1

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

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

Intersection #68 Garnier St/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.57	0.00	1.43	0.36	0.00	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2511	0	2289	582	0	1018	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.01	0.00	0.01	0.00	0.50	0.06	0.05	0.36	0.00
Crit Moves:	****			****				****		****		

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

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

Intersection #69 Gramercy Place/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.37	0.63	1.00	2.98	0.02	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	594	1006	1600	4762	38	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.12	0.01	0.02	0.02	0.00	0.42	0.42	0.01	0.41	0.00
Crit Moves:			****	****				****		****		

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

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

Intersection #70 Hawthorne Blvd/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.114
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.82	0.18	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	3200	6107	293	1600	2847	353	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.46	0.02	0.34	0.34	0.07	0.14	0.11	0.43	0.11	0.00
Crit Moves:			****	****				****		****		

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

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

Intersection #71 Hawthorne Blvd/Artesia Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.981
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.25	0.75	2.00	3.96	0.04	0.00	3.00	1.00	2.00	1.87	0.13
Final Sat.:	3200	5198	1202	3200	6344	56	0	4800	1600	3200	2987	213
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.05	0.28	0.28	0.00	0.20	0.15	0.22	0.30	0.30
Crit Moves:		****		****				****		****		

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

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

Intersection #72 Hawthorne Blvd/177th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.95	0.05	1.00	4.00	1.00	1.77	0.23	1.00	0.71	0.29	1.00
Final Sat.:	3200	6320	80	1600	6400	1600	2832	368	1600	1143	457	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.07	0.41	0.04	0.07	0.07	0.07	0.03	0.03	0.01
Crit Moves:		****		****					****	****		

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

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

Intersection #73 Hawthorne Blvd/182nd St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.955
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.86	0.14	1.00	3.91	0.09	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	6179	221	1600	6260	140	1600	3200	1600	1600	2805	395
Capacity Analysis Module:												
Vol/Sat:	0.19	0.44	0.44	0.12	0.46	0.46	0.03	0.15	0.01	0.09	0.16	0.16
Crit Moves:	****				****			****		****		

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

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

Intersection #74 Hawthorne Blvd/186th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.87	0.13	1.00	3.99	0.01	0.80	0.20	1.00	0.95	0.05	1.00
Final Sat.:	1600	6188	212	1600	6387	13	1280	320	1600	1523	77	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.48	0.02	0.45	0.45	0.01	0.01	0.04	0.06	0.06	0.02
Crit Moves:	****				****				****	****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 74-1

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

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

Intersection #75 Hawthorne Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.052
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						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		
OvlAdjVol:				258																				
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	2.00	4.00		1.00			2.00	4.00		1.00			2.00	2.00		1.00			2.00	2.00		1.00		
Final Sat.:	3200	6400		1600			3200	6400		1600			3200	3200		1600			3200	3200		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.17	0.40		0.28			0.02	0.34		0.16			0.07	0.23		0.35			0.12	0.27		0.06		
OvlAdjV/S:				0.16																				
Crit Moves:	****							****								****			****					

LRWP-PM Tue May 20, 2008 11:55:20 Page 75-1

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

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

Intersection #76 Hawthorne Blvd/Talisman St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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:	1600	1600		1600			1600	1600		1600			1600	1600		1600			1600	1600		1600		
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	4.00		1.00			2.00	3.97		0.03			0.31	0.69		1.00			0.90	0.10		1.00		
Final Sat.:	1600	6400		1600			3200	6358		42			492	1108		1600			1442	158		1600		
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.43		0.08			0.06	0.43		0.43			0.00	0.01		0.03			0.06	0.06		0.09		
Crit Moves:		****					****						****									****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 76-1

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

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

Intersection #77 Hawthorne Blvd/Halison St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.97	0.03	0.38	0.62	1.00	1.00	0.56	0.44
Final Sat.:	1600	6400	1600	3200	6349	51	600	1000	1600	1600	895	705
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.15	0.02	0.37	0.37	0.01	0.02	0.06	0.16	0.03	0.11
Crit Moves:	****				****				****	****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 77-1

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.887
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			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
OvlAdjVol:												121
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.75	0.25	2.00	3.82	0.18	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	5996	404	3200	6111	289	3200	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.35	0.03	0.37	0.37	0.09	0.11	0.11	0.14	0.24	0.11
OvlAdjV/S:												0.08
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:20 Page 78-1

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

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

Intersection #79 Hawthorne Blvd/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.91	0.09	1.00	3.93	0.07	1.00	0.45	0.55	1.00	0.55	0.45
Final Sat.:	1600	6253	147	1600	6289	111	1600	719	881	1600	882	718
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.45	0.05	0.47	0.47	0.03	0.16	0.16	0.03	0.07	0.07
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 79-1

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

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

Intersection #80 Hawthorne Blvd/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.77	0.23	1.00	3.91	0.09	1.00	0.52	0.48	1.00	0.58	0.42
Final Sat.:	1600	6037	363	1600	6259	141	1600	832	768	1600	926	674
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.36	0.05	0.39	0.39	0.03	0.12	0.12	0.05	0.09	0.10
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 80-1

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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
OvlAdjVol:									87			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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	6400	1600	3200	6400	1600	3200	6400	1600	3200	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.17	0.11	0.31	0.06	0.15	0.18	0.17	0.17	0.18	0.12
OvlAdjV/S:									0.05			
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 81-1

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

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

Intersection #82 Hawthorne Blvd/Village Ln-Fashion Wy

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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
OvlAdjVol:									89			49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	0.71	0.29	1.00	1.39	0.61	1.00
Final Sat.:	3200	6400	1600	3200	6400	1600	1143	457	1600	2230	970	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.03	0.02	0.44	0.08	0.04	0.04	0.13	0.09	0.09	0.05
OvlAdjV/S:									0.06			0.03
Crit Moves:	****				****				****		****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.89	0.11	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6231	169	3200	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.05	0.46	0.05	0.05	0.02	0.08	0.11	0.03	0.07
Crit Moves:	****				****				****	****		

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	3.00	3.90	0.10	1.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	4800	6247	153	1600	4270	530	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.14	0.19	0.35	0.35	0.10	0.13	0.13	0.14	0.13	0.16
OvlAdjV/S:												0.00
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 84-1

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

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

Intersection #85 Hawthorne Blvd/Center Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	1.00	0.22	0.78	1.00	0.30	0.70
Final Sat.:	3200	6400	1600	3200	6400	1600	1600	350	1250	1600	473	1127
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.00	0.03	0.35	0.11	0.08	0.07	0.07	0.08	0.06	0.08
Crit Moves:		****		****			****					****

LRWP-PM Tue May 20, 2008 11:55:20 Page 85-1

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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
OvlAdjVol:			680									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.66	0.34	3.00	2.56	0.44
Final Sat.:	3200	6400	1600	3200	6400	1600	3200	4248	552	4800	4098	702
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.57	0.09	0.29	0.19	0.12	0.25	0.25	0.15	0.27	0.27
OvlAdjV/S:			0.43									
Crit Moves:			****	****				****		****		

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

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

Intersection #87 Hawthorne Blvd/230th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.75	0.25	1.00	3.91	0.09	0.45	0.55	1.00	0.57	0.43	1.00
Final Sat.:	1600	5996	404	1600	6250	150	719	881	1600	916	684	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.50	0.13	0.43	0.43	0.06	0.13	0.03	0.06	0.10	0.03
Crit Moves:		****		****				****		****		

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.055
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 1	0	2 0	3 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
OvlAdjVol:												453
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.78	0.22	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	6053	347	3200	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.17	0.38	0.38	0.13	0.44	0.08	0.08	0.19	0.11	0.19	0.24	0.42
OvlAdjV/S:												0.28
Crit Moves:	****				****			****		****		

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

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

Intersection #89 Hawthorne Blvd/Skypark Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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					
OvlAdjVol:																			0					
Saturation Flow Module:																								
Sat/Lane:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	1.00	3.76		0.24		1.00	3.00		1.00		1.00	0.41		0.59		1.00	0.32		1.68					
Final Sat.:	1600	6023		377		1600	4800		1600		1600	659		941		1600	505		2695					
Capacity Analysis Module:																								
Vol/Sat:	0.02	0.32		0.32		0.15	0.44		0.04		0.03	0.03		0.03		0.21	0.11		0.11					
OvlAdjV/S:																			0.00					
Crit Moves:		****				****								****		****								

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: E

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	2.00	2.82		0.18		2.00	3.00		1.00		1.00	3.00		1.00		1.00	3.00		1.00					
Final Sat.:	3200	4505		295		3200	4800		1600		1600	4800		1600		1600	4800		1600					
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.23		0.23		0.12	0.29		0.29		0.17	0.20		0.18		0.19	0.25		0.22					
Crit Moves:	****						****				****						****							

LRWP-PM Tue May 20, 2008 11:55:20 Page 90-1

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

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

Intersection #91 Hawthorne Blvd/244th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.56	0.44	1.00	0.44	0.56	1.00
Final Sat.:	1600	4740	60	1600	4750	50	903	697	1600	700	900	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.32	0.02	0.44	0.44	0.01	0.02	0.01	0.01	0.02	0.02
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:20 Page 91-1

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

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

Intersection #92 Hawthorne Blvd/Newton St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	0.63	0.77	0.60	1.00	1.00	1.00
Final Sat.:	1600	4741	59	1600	4707	93	1017	1226	957	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.02	0.43	0.43	0.02	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****				****		****				****	

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

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

Intersection #93 Hawthorne Blvd/Via Valmonte St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.59	0.41	0.97	0.03	1.00	0.62	0.38	1.00
Final Sat.:	1600	4800	1600	1600	4139	661	1545	55	1600	996	604	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.01	0.01	0.43	0.43	0.11	0.11	0.03	0.01	0.01	0.01
Crit Moves:	****				****		****				****	

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

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

Intersection #94 Hawthorne Blvd/Rolling Hills Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.96	0.04	0.42	0.58	1.00	1.00	0.11	1.89
Final Sat.:	1600	3200	1600	3200	3131	69	667	933	1600	1600	174	3026
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.06	0.13	0.48	0.48	0.00	0.01	0.00	0.06	0.10	0.10
Crit Moves:	****				****		****				****	

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

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

Intersection #95 Henrietta St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.85	0.15		1.00	2.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	2965	235		1600	3200	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.09		0.00	0.00	0.00		0.00	0.22	0.22		0.12	0.22	0.00	
Crit Moves:			****							****			****			

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

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

Intersection #96 Henrietta St/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1600	0	1600		1600	3200	0		0	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.02		0.01	0.39	0.00		0.00	0.39	0.10	
Crit Moves:					****				****					****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 96-1

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

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

Intersection #97 Hickory Ave/Torrance Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.63	0.37	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	524	1076	1600	1004	596	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.05	0.04	0.07	0.01	0.02	0.49	0.02	0.06	0.53	0.05
Crit Moves:			****	****				****		****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 97-1

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

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

Intersection #98 Hickory Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.09	0.91	1.00	0.00	1.00	1.00	2.71	0.29	1.00	4.00	1.00
Final Sat.:	1600	139	1461	1600	0	1600	1600	4336	464	1600	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.01	0.00	0.02	0.03	0.43	0.43	0.04	0.31	0.02
Crit Moves:	****					****		****			****	

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	0.00	0.00		1.00		1.70	0.01		0.29		0.00	2.00		1.00		0.00	2.00		0.00					
Final Sat.:	0	0		1600		2728	3		468		0	3200		1600		0	3200		0					
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.01		0.29	0.29		0.29		0.00	0.35		0.02		0.00	0.31		0.00					
Crit Moves:				****		****						****				****								

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

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

Intersection #101 I-405 NB Ramps/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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:	1600	1600		1600		1600	1600		1600		1600	1600		1600		1600	1600		1600					
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00					
Lanes:	0.00	0.00		0.00		0.00	0.00		2.00		0.00	1.00		0.00		0.00	2.00		1.00					
Final Sat.:	0	0		0		0	0		3200		0	1600		0		0	3200		1600					
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00		0.00		0.00	0.00		0.31		0.00	0.02		0.00		0.00	0.35		0.12					
Crit Moves:									****			****					****							

LRWP-PM Tue May 20, 2008 11:55:20 Page 100-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	3168	0	32	0	0	0	0	1600	1600	1600	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.48	0.04	0.40	0.00
Crit Moves:	****								****	****		

LRWP-PM Tue May 20, 2008 11:55:20 Page 101-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:									239			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.55	0.45	0.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4088	712	373	0	2827	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.45	0.00	0.00	0.36	0.36	0.34	0.00	0.34	0.00	0.00	0.00
OvlAdjV/S:									0.08			
Crit Moves:	****				****		****					

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

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

Intersection #105 I-405 NB Ramps/Western Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	1 0	3 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module: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
OvlAdjVol:			306									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.61	0.00	0.39
Final Sat.:	0	3200	1600	1600	4800	0	0	0	0	2572	0	628
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.40	0.02	0.22	0.00	0.00	0.00	0.00	0.21	0.00	0.21
OvlAdjV/S:			0.19									
Crit Moves:		****		****								****

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.90	0.00	0.10	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3036	0	164	3200	4800	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.15	0.35	0.00	0.00	0.39	0.15
Crit Moves:						****		****			****	

LRWP-PM Tue May 20, 2008 11:55:20 Page 104-1

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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
OvlAdjVol:						415						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	1.00	0.59	0.41	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	631	969	1600	941	659	1600	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.01	0.17	0.29	0.43	0.17	0.26	0.03	0.07	0.25	0.09
OvlAdjV/S:						0.26						
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:20 Page 105-1

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

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

Intersection #108 Juniper Ave/235th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.00	0.75	1.00	0.00	1.00	1.00	0.99	0.01	0.01	0.99	1.00
Final Sat.:	400	0	1200	1600	0	1600	1600	1597	3	20	1580	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.00	0.04	0.03	0.39	0.39	0.00	0.24	0.08
Crit Moves:	****					****		****		****		

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

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

Intersection #109 Madison St/Sepulveda Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.91	0.09	1.00	3.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	6258	142	1600	4800	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.34	0.34	0.08	0.42	0.00
Crit Moves:			****					****		****		

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

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

Intersection #110 Madison St/Skypark Dr

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.18	0.82	1.00	1.46	0.54	1.00	1.72	0.28	1.00	1.91	0.09
Final Sat.:	1600	1882	1318	1600	2332	868	1600	2756	444	1600	3064	136
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.10	0.11	0.11	0.02	0.16	0.16	0.15	0.23	0.23
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 108-1

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

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

Intersection #111 Madison St/Pacific Coast Hwy

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	318	2122	760	1600	1600	1600	1600	4720	80	1600	4356	444
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.16	0.15	0.14	0.06	0.29	0.29	0.04	0.33	0.33
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 109-1

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

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

Intersection #112 Madrona Ave/Spencer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.90	0.10	1.91	0.09	1.00	1.63	0.37	1.00
Final Sat.:	1600	4800	1600	1600	4638	162	3058	142	1600	2611	589	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.03	0.01	0.35	0.35	0.04	0.04	0.03	0.01	0.01	0.02
Crit Moves:	****				****			****				****

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

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

Intersection #113 Madrona Ave/Emerald St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.87	0.13	0.98	0.02	1.00	0.86	0.14	1.00
Final Sat.:	1600	4786	14	1600	4589	211	1569	31	1600	1371	229	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.00	0.36	0.36	0.09	0.10	0.04	0.02	0.03	0.01
Crit Moves:	****				****			****		****		

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

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

Intersection #114 Madrona Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.78	0.22	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.56	0.44
Final Sat.:	3200	4442	358	3200	4800	1600	3200	3200	1600	3200	4091	709
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.12	0.27	0.14	0.07	0.39	0.09	0.08	0.28	0.28
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 112-1

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

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

Intersection #115 Madrona Ave/Fashion Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			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
OvlAdjVol:						32						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	1.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3200	4800	0	1600	4800	1600	3200	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.00	0.00	0.32	0.10	0.08	0.00	0.07	0.00	0.00	0.00
OvlAdjV/S:						0.02						
Crit Moves:	****				****		****					

LRWP-PM Tue May 20, 2008 11:55:21 Page 113-1

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

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

Intersection #116 Madrona Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.42	0.58
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	4800	1600	1600	3878	922
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.11	0.06	0.22	0.17	0.07	0.24	0.06	0.05	0.25	0.25
Crit Moves:		****		****			****				****	

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

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

Intersection #117 Madrona Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.85	0.15	2.00	2.00	1.00	1.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	1600	4565	235	3200	3200	1600	1600	2400	800	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.03	0.29	0.02	0.02	0.00	0.00	0.00	0.01	0.13
Crit Moves:	****				****		****					****

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

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

Intersection #118 Madrona Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module: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
OvlAdjVol:						0						0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3200	0	3200	3200	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.12	0.11	0.37	0.00	0.00	0.34	0.17
OvlAdjV/S:						0.00						0.00
Crit Moves:				****				****			****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 116-1

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

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

Intersection #119 Maple Ave/Maricopa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				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	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.23	1.77	1.00		0.66	1.34	1.00		1.00	1.00	1.00		1.11	0.89	1.00	
Final Sat.:	370	2830	1600		1050	2150	1600		1600	1600	1600		1778	1422	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18	0.03		0.17	0.26	0.05		0.02	0.02	0.03		0.06	0.06	0.11	
OvlAdjV/S:			0.00													
Crit Moves:		****			****						****				****	

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LRWP-PM Tue May 20, 2008 11:55:21 Page 117-1

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

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

Intersection #120 Maple Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	1600	1600		1600	1600	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.11	0.06		0.09	0.32	0.11		0.03	0.44	0.07		0.09	0.49	0.04	
Crit Moves:	****					****				****			****			

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

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

Intersection #121 Maple Ave/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.78	0.22	1.00	0.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1246	354	1600	1373	227	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.23	0.23	0.05	0.40	0.11	0.07	0.37	0.03
Crit Moves:	****				****			****		****		

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

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

Intersection #122 Maple Ave/Plaza Del Amo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.16	0.84	1.00	1.97	0.03	1.00	1.18	0.82	1.00	1.57	0.43
Final Sat.:	1600	1858	1342	1600	3150	50	1600	1882	1318	1600	2519	681
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.02	0.14	0.14	0.02	0.10	0.10	0.04	0.06	0.06
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 120-1

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

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

Intersection #123 Maple Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	1.59	0.41	2.00	2.45	0.55	2.00	3.79	0.21
Final Sat.:	1600	2368	832	1600	2547	653	3200	3917	883	3200	6061	339
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.13	0.06	0.15	0.15	0.07	0.39	0.39	0.05	0.28	0.28
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 121-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.20	1.00	0.00	1.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1277	323	1600	0	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.00	0.05	0.38	0.09	0.05	0.07	0.00	0.00	0.01	0.03
Crit Moves:	****				****		****					****

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

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

Intersection #125 Maple Ave/Nadine Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	0 1	0 0	1	1 0	0 0	1
Volume Module: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.09	1.00	1.00	0.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1452	148	1600	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.01	0.37	0.03	0.03	0.03	0.08	0.00	0.00	0.00
Crit Moves:	****				****				****	****		

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

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

Intersection #126 Mobile Oil Entrance/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module: 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.93	0.07	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	4683	117	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.01	0.52	0.00
Crit Moves:	****						****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 124-1

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

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

Intersection #127 Ocean Ave/Sepulveda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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
OvlAdjVol:			72									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.46	1.00	1.00	0.44	0.56	2.00	2.80	0.20	1.00	3.00	1.00
Final Sat.:	856	744	1600	1600	708	892	3200	4485	315	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.14	0.03	0.04	0.04	0.02	0.31	0.31	0.09	0.32	0.01
OvlAdjV/S:			0.05									
Crit Moves:	****			****			****			****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 125-1

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

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

Intersection #128 Ocean Ave/Lomita Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.29	0.71	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	159	1441	1600	462	1138	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.04	0.04	0.15	0.06	0.09	0.22	0.01	0.04	0.34	0.04
Crit Moves:	****				****		****				****	

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

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

Intersection #129 Palos Verdes Blvd/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.17	0.35	1.48	1.00	0.62	0.38	1.00	2.69	0.31	1.00	2.00	1.00
Final Sat.:	1881	554	2365	1600	1000	600	1600	4305	495	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.01	0.01	0.01	0.05	0.26	0.26	0.15	0.37	0.07
Crit Moves:		****		****			****				****	

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

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

Intersection #130 Palos Verdes Blvd/Sepulveda Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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
OvlAdjVol:			22									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.23	0.07	0.11	0.04	0.03	0.25	0.02	0.21	0.24	0.08
OvlAdjV/S:			0.01									
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 128-1

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

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

Intersection #131 Palos Verdes Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2320	880	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.23	0.05	0.18	0.05	0.05	0.31	0.13	0.19	0.31	0.05
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 129-1

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.44	0.56	1.00	2.00	1.00	0.40	0.60	1.00	0.21	0.79	1.00
Final Sat.:	1600	2297	903	1600	3200	1600	647	953	1600	335	1265	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.06	0.29	0.05	0.06	0.14	0.25	0.01	0.05	0.04
Crit Moves:	****				****				****	****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 130-1

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

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

Intersection #133 Palos Verdes Blvd/Calle Mirimar

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	0 1	0 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.85	0.15	1.00	1.00	1.00	0.10	0.90	1.00
Final Sat.:	1600	3173	27	1600	2968	232	1600	1600	1600	154	1446	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.04	0.39	0.39	0.04	0.05	0.04	0.00	0.03	0.03
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 131-1

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

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

Intersection #134 Palos Verdes Blvd/Calle Mayor

Cycle (sec): 100 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 1	0 0	1	1 0	1 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.97	0.03	0.29	0.71	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3146	54	457	1143	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.08	0.04	0.37	0.37	0.01	0.02	0.01	0.08	0.02	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #135 Plaza Del Amo/Carson St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	0.01	1.99	1.00	1.00	1.99	0.01
Final Sat.:	1600	0	1600	0	0	1600	4	3196	1600	1600	3198	2
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.01	0.00	0.00	0.00	0.00	0.47	0.21	0.01	0.50	0.50
Crit Moves:	****					****	****				****	

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 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	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.23	0.15	0.29	0.07	0.18	0.30	0.25	0.13	0.25	0.09
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 134-1

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

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

Intersection #137 Prairie Ave/Artesia Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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
OvlAdjVol:			259									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	1600	4800	1600	1600	3200	1600	1600	4427	373	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.30	0.13	0.34	0.02	0.07	0.30	0.30	0.13	0.43	0.18
OvlAdjV/S:			0.16									
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 135-1

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

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

Intersection #138 Prairie Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.971
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.22	0.78	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1956	1244	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.46	0.17	0.02	0.42	0.08	0.08	0.18	0.18	0.15	0.17	0.01
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 136-1

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	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
OvlAdjVol:			338									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.38	0.62	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3815	985	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.38	0.02	0.29	0.11	0.16	0.24	0.24	0.17	0.32	0.02
OvlAdjV/S:			0.21									
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 137-1

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.01	0.07	0.36	0.19	0.12	0.12	0.04	0.02	0.28	0.23
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 138-1

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

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

Intersection #141 Prospect Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2950	250	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.08	0.13	0.16	0.16	0.06	0.28	0.01	0.15	0.29	0.14
Crit Moves:		****		****				****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 139-1

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

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

Intersection #142 Prospect-Vista Del Parque/PCH

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.50	0.42	0.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	126	800	674	1476	124	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.20	0.20	0.04	0.05	0.38	0.02	0.03	0.39	0.14
Crit Moves:			****	****			****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 140-1

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

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

Intersection #143 Rolling Hills Wy/Pacific Coast Hwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.64	0.36	1.00	2.96	0.04
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4230	570	1600	4734	66
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.12	0.11	0.10	0.00	0.04	0.35	0.35	0.13	0.34	0.34
Crit Moves:			****	****				****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 141-1

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

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

Intersection #144 Sartori Ave/Torrance Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.58	0.42	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	1600	1600	1600	933	667	1600	1600	3200	1600	1600	3121	79
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.06	0.03	0.05	0.00	0.01	0.55	0.04	0.07	0.48	0.48
Crit Moves:			****	****				****		****		

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

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

Intersection #145 Van Ness Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2945	255	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.18	0.21	0.11	0.11	0.28	0.06	0.05	0.27	0.16
Crit Moves:		****		****			****				****	

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

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

Intersection #146 Van Ness Ave/166th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	1.98	1.00	0.21	1.79	1.00	0.13	0.87	1.00	0.37	0.63	1.00
Final Sat.:	36	3164	1600	332	2868	1600	203	1397	1600	599	1001	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.05	0.04	0.18	0.02	0.01	0.09	0.01	0.06	0.15	0.05
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 144-1

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

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

Intersection #147 Van Ness Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.67	0.33	1.00	2.80	0.20	1.00	2.91	0.09
Final Sat.:	1600	3200	1600	1600	2666	534	1600	4473	327	1600	4659	141
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.14	0.07	0.16	0.16	0.05	0.36	0.36	0.14	0.33	0.33
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 145-1

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

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

Intersection #148 Van Ness Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	1.70	0.30	1.00	1.36	0.64	1.00	1.64	0.36
Final Sat.:	1600	2686	514	1600	2725	475	1600	2173	1027	1600	2626	574
Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.26	0.03	0.18	0.18	0.05	0.15	0.15	0.11	0.21	0.21
Crit Moves:	****				****			****		****		

LRWP-PM Tue May 20, 2008 11:55:21 Page 146-1

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

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

Intersection #149 Van Ness Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	1.57	0.43	1.00	3.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	2519	681	1600	4800	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.11	0.01	0.18	0.19	0.20	0.35	0.14	0.09	0.36	0.05
Crit Moves:	****					****	****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 147-1

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

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

Intersection #150 Van Ness Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3200	1600	1600	3200	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.02	0.01	0.24	0.00	0.00	0.00	0.00	0.07	0.00	0.03
Crit Moves:		****		****						****		

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	2 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2685	515	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.08	0.14	0.21	0.21	0.07	0.06	0.09	0.08	0.03	0.08
Crit Moves:		****		****					****	****		

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

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

Intersection #152 Van Ness Ave/Dominguez St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.385
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.76	0.24	1.00	0.65	0.35	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1223	377	1600	1033	567	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.00	0.01	0.17	0.03	0.05	0.07	0.05	0.07	0.11	0.03
Crit Moves:	****				****		****				****	

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

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

Intersection #153 Victor St/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.21	0.03	0.07	0.27	0.00
Crit Moves:			****					****		****		

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

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

Intersection #154 Victor St/Torrance Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.03	0.36	0.00	0.00	0.42	0.06
Crit Moves:				****			****				****	

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

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

Intersection #155 Village Lane/Torrance Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	3200	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.13	0.00	0.01	0.03	0.34	0.04	0.04	0.31	0.03
Crit Moves:			****	****				****		****		

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

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

Intersection #156 Western Ave/Artesia Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.51	0.49
Final Sat.:	1600	3200	1600	3200	3200	1600	1600	4800	1600	1600	4019	781
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.21	0.08	0.25	0.10	0.14	0.38	0.11	0.14	0.41	0.41
Crit Moves:		****		****			****				****	

LRWP-PM Tue May 20, 2008 11:55:21 Page 154-1

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

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

Intersection #157 Western Ave/182nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2504	696	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.12	0.04	0.29	0.07	0.09	0.20	0.20	0.06	0.19	0.04
Crit Moves:	****				****		****				****	

LRWP-PM Tue May 20, 2008 11:55:22 Page 155-1

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

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

Intersection #158 Western Ave/190th St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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
OvlAdjVol:			207						353			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.31	0.69	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	3200	4800	1600	3200	3700	1100	3200	4800	1600	3200	3722	1078
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.22	0.03	0.28	0.28	0.13	0.25	0.32	0.09	0.22	0.22
OvlAdjV/S:			0.13						0.22			
Crit Moves:	****				****		****				****	

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

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

Intersection #159 Western Ave/195th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.95	0.05	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1527	73	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.01	0.03	0.39	0.03	0.18	0.19	0.05	0.03	0.00	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #160 Western Ave/Del Amo Blvd

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.53	0.47	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	4046	754	3200	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.09	0.09	0.39	0.39	0.11	0.04	0.09	0.08	0.03	0.06
Crit Moves:	****				****		****					****

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

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

Intersection #161 Western Ave/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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
OvlAdjVol:						0						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	4800	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.15	0.09	0.32	0.04	0.05	0.16	0.04	0.17	0.22	0.11
OvlAdjV/S:						0.00						
Crit Moves:		****		****				****		****		

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

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

Intersection #162 Western Ave/213th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	1	0	0 1 0	0	1	0 0 1!	0	0
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.94	0.06	0.52	0.48	1.00	0.79	0.07	0.14
Final Sat.:	1600	3200	1600	1600	4700	100	829	771	1600	1269	110	221
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.04	0.04	0.28	0.28	0.02	0.04	0.05	0.16	0.20	0.20
Crit Moves:		****		****			****				****	

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

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

Intersection #163 Western Ave/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.959
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.10	0.06	0.48	0.12	0.09	0.25	0.11	0.10	0.25	0.03
Crit Moves:	****				****			****		****		

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

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.334
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.05	0.95	1.00	0.14	0.86	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	73	1527	1600	219	1381	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.10	0.03	0.56	0.02	0.03	0.59	0.08	0.06	0.46	0.01
Crit Moves:	****				****			****		****		

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

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

Intersection #165 Western Ave/223rd St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.055
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.36	0.10	0.08	0.50	0.02	0.03	0.25	0.15	0.12	0.17	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.075
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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
OvlAdjVol:			306			63						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.65	0.35	2.00	2.67	0.33
Final Sat.:	1600	4800	1600	1600	4800	1600	3200	4241	559	3200	4273	527
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.32	0.09	0.31	0.14	0.10	0.40	0.40	0.13	0.32	0.32
OvlAdjV/S:			0.19			0.04						
Crit Moves:	****				****			****		****		

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

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

Intersection #169 Yukon Ave/Redondo Bch Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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.:	1552	48	1600	1239	361	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.02	0.02	0.02	0.02	0.37	0.07	0.05	0.33	0.02
Crit Moves:	****				****			****		****		

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

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

Intersection #170 Yukon Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	1.00	0.49	0.51	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	484	1116	1600	785	815	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.07	0.06	0.13	0.02	0.05	0.46	0.04	0.10	0.35	0.07
Crit Moves:		****		****				****		****		

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

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

Intersection #171 Yukon Ave/182nd St

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 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:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.37	0.23	1.00	1.00	1.00	1.00	1.56	0.44	1.00	1.89	0.11
Final Sat.:	641	590	369	1600	1600	1600	1600	2495	705	1600	3016	184
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.03	0.09	0.14	0.13	0.19	0.19	0.03	0.24	0.24
Crit Moves:	****					****	****				****	