APPENDIX G
FORECAST IMPROVED NEAR-TERM CONDITIONS HCM LOS ANALYSIS SHEETS

Weekday AM Peak Hour

EXWP-AM Fri Jul 25, 2008 09:15:46 Page 3-1

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 46.8
Optimal Cycle: 99 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: >> Count Date: 22 Mar 2005 << 0730-0830												
Base Vol:	180	872	343	261	612	65	236	893	208	232	617	169
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	185	898	353	269	631	67	243	920	214	239	636	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	6	53	0	0	45	0	0	27	6	0	71	0
Initial Fut:	191	951	353	269	676	67	243	947	220	239	707	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	951	353	269	676	67	243	947	220	239	707	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	951	353	269	676	67	243	947	220	239	707	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	951	353	269	676	67	243	947	220	239	707	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.20	0.16	0.19	0.04	0.14	0.26	0.12	0.14	0.20	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.30	0.30	0.18	0.36	0.36	0.19	0.30	0.30	0.16	0.26	0.26
Volume/Cap:	0.52	0.89	0.66	0.89	0.52	0.10	0.74	0.89	0.41	0.89	0.74	0.37
Delay/Veh:	51.2	49.1	39.7	73.2	30.4	25.4	54.6	49.2	34.3	76.8	43.7	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	49.1	39.7	73.2	30.4	25.4	54.6	49.2	34.3	76.8	43.7	36.5
LOS by Move:	D	D	D	E	C	C	D	D	C	E	D	D
HCM2kAvgQ:	5	21	13	14	10	2	11	21	7	13	14	6

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

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 107 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	3	0 2	1 0	2	0 3	0 1
Volume Module: >> Count Date: 5 Apr 2005 << 0745-0845												
Base Vol:	183	1293	241	103	1839	396	388	1169	109	185	838	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	189	1332	248	106	1895	408	400	1204	112	191	863	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	463	75	22	364	0	44	56	0	68	32	24
Initial Fut:	189	1795	323	128	2259	408	444	1260	112	259	895	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1795	323	128	2259	408	444	1260	112	259	895	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1795	323	128	2259	408	444	1260	112	259	895	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1795	323	128	2259	408	444	1260	112	259	895	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.75	0.25	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	4800	4958	442	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.18	0.04	0.42	0.23	0.09	0.25	0.25	0.08	0.17	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.48	0.57	0.06	0.47	0.61	0.14	0.29	0.29	0.09	0.24	0.24
Volume/Cap:	0.89	0.69	0.31	0.69	0.89	0.37	0.68	0.89	0.89	0.89	0.68	0.13
Delay/Veh:	88.4	25.1	13.6	66.1	32.9	12.2	52.4	47.5	47.5	79.9	42.7	35.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.4	25.1	13.6	66.1	32.9	12.2	52.4	47.5	47.5	79.9	42.7	35.7
LOS by Move:	F	C	B	E	C	B	D	D	D	E	D	D
HCM2kAvgQ:	7	18	6	4	29	8	7	20	20	8	11	2

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

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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: >> Count Date: 13 Apr 2005 << 0715-0815												
Base Vol:	1	1669	456	83	1682	3	4	0	7	223	0	63
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	1	1720	470	86	1733	3	4	0	7	230	0	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	129	0	0	72	0	0	1031	0	0	742	0
Initial Fut:	1	1849	470	86	1805	3	4	1031	7	230	742	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1849	470	86	1805	3	4	1031	7	230	742	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1849	470	86	1805	3	4	1031	7	230	742	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1849	470	86	1805	3	4	1031	7	230	742	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.39	0.61	1.00	2.99	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	4306	1094	1700	5391	9	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.05	0.33	0.33	0.00	0.29	0.00	0.14	0.21	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.52	0.52	0.06	0.58	0.58	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.58	0.83	0.83	0.83	0.58	0.58	0.01	0.83	0.01	0.39	0.60	0.10
Delay/Veh:	276.2	22.8	22.8	87.7	13.9	13.9	21.6	35.1	21.6	25.3	27.9	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	276.2	22.8	22.8	87.7	13.9	13.9	21.6	35.1	21.6	25.3	27.9	22.4
LOS by Move:	F	C	C	F	B	B	C	D	C	C	C	C
HCM2kAvgQ:	0	23	23	5	13	13	0	18	0	6	10	1

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

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 78 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 0745-0845												
Base Vol:	191	1787	213	112	1266	164	248	917	114	147	1009	100
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	197	1841	219	115	1304	169	256	945	117	151	1040	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	313	49	201	180	96	23	9	0	39	12	207
Initial Fut:	197	2154	268	316	1484	265	279	954	117	190	1052	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	2154	268	316	1484	265	279	954	117	190	1052	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	2154	268	316	1484	265	279	954	117	190	1052	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	2154	268	316	1484	265	279	954	117	190	1052	310
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.15	0.10	0.27	0.15	0.09	0.18	0.07	0.06	0.19	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.48	0.48	0.12	0.49	0.49	0.10	0.25	0.25	0.09	0.23	0.23
Volume/Cap:	0.56	0.84	0.31	0.84	0.56	0.30	0.84	0.70	0.26	0.70	0.84	0.74
Delay/Veh:	52.9	29.8	19.5	66.5	22.1	18.7	69.2	42.4	36.2	61.3	48.8	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	29.8	19.5	66.5	22.1	18.7	69.2	42.4	36.2	61.3	48.8	49.4
LOS by Move:	D	C	B	E	C	B	E	D	D	E	D	D
HCM2kAvgQ:	5	26	6	9	14	6	8	12	4	5	15	13

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

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
Optimal Cycle: 93 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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: >> Count Date: 21 Apr 2005 << 0800-0900												
Base Vol:	89	1202	277	194	1197	294	359	632	18	460	1241	274
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	92	1238	285	200	1233	303	370	651	19	474	1279	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	4	257	1	3	225	8	7	7	4	2	7	4
Initial Fut:	96	1495	286	203	1458	311	377	658	23	476	1286	286
User Adj:	1.00	1.00	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:	96	1495	0	203	1458	311	377	658	23	476	1286	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1495	0	203	1458	311	377	658	23	476	1286	286
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:	96	1495	0	203	1458	311	377	658	23	476	1286	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	3200	5400	1800	3200	5400	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.00	0.06	0.27	0.17	0.12	0.12	0.01	0.15	0.36	0.16
Crit Moves:		****			****			****			****	
Green/Cycle:	0.07	0.32	0.00	0.07	0.32	0.46	0.13	0.24	0.31	0.30	0.41	0.48
Volume/Cap:	0.84	0.87	0.00	0.87	0.84	0.38	0.87	0.50	0.04	0.50	0.87	0.33
Delay/Veh:	94.5	44.0	0.0	83.5	41.5	21.7	68.5	39.3	28.8	35.1	38.7	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.5	44.0	0.0	83.5	41.5	21.7	68.5	39.3	28.8	35.1	38.7	19.4
LOS by Move:	F	D	A	F	D	C	E	D	C	D	D	B
HCM2kAvgQ:	6	21	0	7	20	8	11	8	1	9	26	7

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

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 28 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0 1	1	0	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900												
Base Vol:	289	1338	21	37	947	215	84	21	140	25	32	54
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	298	1379	22	38	976	222	87	22	144	26	33	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	262	0	0	229	0	0	0	0	0	0	0
Initial Fut:	298	1641	22	38	1205	222	87	22	144	26	33	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1641	22	38	1205	222	87	22	144	26	33	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1641	22	38	1205	222	87	22	144	26	33	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	1641	22	38	1205	222	87	22	144	26	33	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.91	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.96	0.04	1.00	3.00	1.00	1.61	0.39	1.00	1.00	1.00	1.00
Final Sat.:	3200	5330	70	1700	5400	1800	2799	700	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.02	0.22	0.12	0.03	0.03	0.08	0.02	0.02	0.03
Crit Moves:		****			****			****				****
Green/Cycle:	0.23	0.73	0.73	0.05	0.55	0.55	0.07	0.07	0.30	0.07	0.07	0.07
Volume/Cap:	0.40	0.42	0.42	0.42	0.40	0.22	0.42	0.42	0.26	0.21	0.25	0.42
Delay/Veh:	39.4	6.3	6.3	58.1	15.4	13.7	54.2	54.2	31.8	52.6	53.0	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	6.3	6.3	58.1	15.4	13.7	54.2	54.2	31.8	52.6	53.0	55.3
LOS by Move:	D	A	A	E	B	B	D	D	C	D	D	E
HCM2kAvgQ:	6	8	8	2	9	4	3	3	4	1	1	3

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

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
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	2	0 2	1	0	2	0 2	1	0	2	0 2	1	0
Volume Module: >> Count Date: 19 Apr 2005 << 0800-0900																
Base Vol:	68	1091	640		175	748	100		201	1071	36		544	1427	398	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	70	1124	659		180	771	103		207	1103	37		560	1470	410	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	20	245	21		3	217	9		6	33	19		24	41	11	
Initial Fut:	90	1369	680		183	988	112		213	1136	56		584	1511	421	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	1369	680		183	988	112		213	1136	56		584	1511	421	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	1369	680		183	988	112		213	1136	56		584	1511	421	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	90	1369	680		183	988	112		213	1136	56		584	1511	421	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00		2.00	2.69	0.31		2.00	2.86	0.14		2.00	2.35	0.65	
Final Sat.:	1700	5400	1800		3200	4850	550		3200	5146	254		3200	4223	1177	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.25	0.38		0.06	0.20	0.20		0.07	0.22	0.22		0.18	0.36	0.36	
Crit Moves:		****			****				****					****		
Green/Cycle:	0.08	0.32	0.57		0.07	0.31	0.31		0.08	0.29	0.29		0.24	0.45	0.45	
Volume/Cap:	0.65	0.79	0.67		0.79	0.65	0.65		0.79	0.75	0.75		0.75	0.79	0.79	
Delay/Veh:	63.9	39.4	19.9		71.0	36.5	36.5		68.1	40.3	40.3		46.0	29.6	29.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.9	39.4	19.9		71.0	36.5	36.5		68.1	40.3	40.3		46.0	29.6	29.6	
LOS by Move:	E	D	B		E	D	D		E	D	D		D	C	C	
HCM2kAvgQ:	5	18	19		6	13	13		7	15	15		13	23	23	

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

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 39.5
Optimal Cycle: 82 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				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: >> Count Date: 29 Mar 2005 << 0730-0830																
Base Vol:	133	2001	165		208	1686	224		379	795	71		126	426	51	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	137	2062	170		214	1737	231		390	819	73		130	439	53	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	104	0		0	87	51		0	1115	0		0	447	85	
Initial Fut:	137	2166	170		214	1824	282		390	1934	73		130	886	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	137	2166	170		214	1824	282		390	1934	73		130	886	138	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	137	2166	170		214	1824	282		390	1934	73		130	886	138	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	137	2166	170		214	1824	282		390	1934	73		130	886	138	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.71	0.29		2.00	3.46	0.54		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	1700	6676	524		3200	6237	963		3200	5400	1800		3200	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.32	0.32		0.07	0.29	0.29		0.12	0.36	0.04		0.04	0.25	0.08	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.10	0.38	0.38		0.08	0.36	0.36		0.16	0.42	0.42		0.05	0.31	0.39	
Volume/Cap:	0.81	0.85	0.85		0.85	0.81	0.81		0.78	0.85	0.10		0.85	0.78	0.19	
Delay/Veh:	76.9	36.4	36.4		76.9	36.4	36.4		56.5	34.2	20.9		89.7	40.9	24.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	76.9	36.4	36.4		76.9	36.4	36.4		56.5	34.2	20.9		89.7	40.9	24.0	
LOS by Move:	E	D	D		E	D	D		E	C	C		F	D	C	
HCM2kAvgQ:	8	23	23		7	20	20		10	25	2		5	17	3	

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

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 37.4
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:	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: >> Count Date: 24 Mar 2005 << 0800-0900																				
Base Vol:	324		1709		205	291		1670		181	320		864		166	230		813		116
Growth Adj:	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03
Initial Bse:	334		1761		211	300		1721		186	330		890		171	237		838		120
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
APPRVD PROJ:	100		85		56	10		76		3	18		21		40	93		31		7
Initial Fut:	434		1846		267	310		1797		189	348		911		211	330		869		127
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	434		1846		267	310		1797		189	348		911		211	330		869		127
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	434		1846		267	310		1797		189	348		911		211	330		869		127
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	434		1846		267	310		1797		189	348		911		211	330		869		127
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.84		0.95		0.95	0.84		0.95		0.95	0.84		0.95		0.95	0.84		0.95		0.95
Lanes:	2.00		4.00		1.00	2.00		4.00		1.00	2.00		4.00		1.00	2.00		4.00		1.00
Final Sat.:	3200		7200		1800	3200		7200		1800	3200		7200		1800	3200		7200		1800
Capacity Analysis Module:																				
Vol/Sat:	0.14		0.26		0.15	0.10		0.25		0.11	0.11		0.13		0.12	0.10		0.12		0.07
Crit Moves:	****							****					****			****				
Green/Cycle:	0.20		0.42		0.42	0.16		0.37		0.37	0.16		0.19		0.39	0.15		0.18		0.18
Volume/Cap:	0.67		0.62		0.36	0.62		0.67		0.28	0.67		0.67		0.30	0.67		0.67		0.39
Delay/Veh:	46.9		27.8		24.3	49.4		32.2		26.7	50.6		46.5		25.5	51.5		47.2		44.2
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	46.9		27.8		24.3	49.4		32.2		26.7	50.6		46.5		25.5	51.5		47.2		44.2
LOS by Move:	D		C		C	D		C		C	D		D		C	D		D		D
HCM2kAvgQ:	10		14		7	7		15		5	8		9		6	8		9		5

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

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 39 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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: >> Count Date: 24 Mar 2005 << 0730-0830																				
Base Vol:	79		1913		124	201		1459		64	101		594		48	164		398		186
Growth Adj:	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03	1.03		1.03		1.03
Initial Bse:	81		1971		128	207		1503		66	104		612		49	169		410		192
Added Vol:	0		0		0	0		0		0	0		0		0	0		0		0
APPRVD PROJ:	6		105		26	96		92		2	3		78		30	24		77		91
Initial Fut:	87		2076		154	303		1595		68	107		690		79	193		487		283
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	87		2076		154	303		1595		68	107		690		79	193		487		283
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	87		2076		154	303		1595		68	107		690		79	193		487		283
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	87		2076		154	303		1595		68	107		690		79	193		487		283
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.89		0.95		0.95	0.84		0.95		0.95	0.89		0.95		0.95	0.84		0.95		0.95
Lanes:	1.00		4.00		1.00	3.00		3.84		0.16	1.00		2.69		0.31	2.00		3.00		1.00
Final Sat.:	1700		7200		1800	4800		6906		294	1700		4842		558	3200		5400		1800
Capacity Analysis Module:																				
Vol/Sat:	0.05		0.29		0.09	0.06		0.23		0.23	0.06		0.14		0.14	0.06		0.09		0.16
Crit Moves:			****			****							****			****				
Green/Cycle:	0.11		0.49		0.49	0.11		0.48		0.48	0.14		0.24		0.24	0.10		0.20		0.31
Volume/Cap:	0.48		0.59		0.18	0.59		0.48		0.48	0.46		0.59		0.59	0.59		0.44		0.51
Delay/Veh:	52.3		22.6		17.5	53.0		20.9		20.9	49.1		41.2		41.2	54.5		42.0		34.6
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	52.3		22.6		17.5	53.0		20.9		20.9	49.1		41.2		41.2	54.5		42.0		34.6
LOS by Move:	D		C		B	D		C		C	D		D		D	D		D		C
HCM2kAvgQ:	4		15		3	5		11		11	4		9		9	5		6		9

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

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: 65 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ovl					Include					Include					Include				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	2	1	0	3	0	2	1	0
Volume Module: >> Count Date: 22 Mar 2005 << 0800-0900																				
Base Vol:	92	1630	349			206	1526	119			382	1304	93			492	750	262		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	95	1679	360			212	1572	123			394	1344	96			507	773	270		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	105	1			7	120	16			10	23	0			3	52	22		
Initial Fut:	95	1784	361			219	1692	139			404	1367	96			510	825	292		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	95	1784	361			219	1692	139			404	1367	96			510	825	292		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	95	1784	361			219	1692	139			404	1367	96			510	825	292		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	95	1784	361			219	1692	139			404	1367	96			510	825	292		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95		
Lanes:	2.00	4.00	1.00			2.00	4.00	1.00			2.00	2.80	0.20			3.00	2.22	0.78		
Final Sat.:	3200	7200	1800			3200	7200	1800			3200	5046	354			4800	3988	1412		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.25	0.20			0.07	0.24	0.08			0.13	0.27	0.27			0.11	0.21	0.21		
Crit Moves:		****					****					****					****			
Green/Cycle:	0.05	0.33	0.47			0.09	0.37	0.37			0.19	0.36	0.36			0.14	0.31	0.31		
Volume/Cap:	0.63	0.76	0.43			0.76	0.63	0.21			0.67	0.76	0.76			0.76	0.67	0.67		
Delay/Veh:	64.7	37.5	21.6			64.1	31.5	25.8			48.0	35.7	35.7			54.5	37.1	37.1		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	64.7	37.5	21.6			64.1	31.5	25.8			48.0	35.7	35.7			54.5	37.1	37.1		
LOS by Move:	E		D		C	E		C		C	D		D		D	D		D		D
HCM2kAvgQ:	3		17		9	6		14		4	9		18		18	9		13		13

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

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.851
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.7
Optimal Cycle: 84 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Ovl				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	1	0	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 11 May 2005 << 0745-0845																				
Base Vol:	110	1914	97			629	1356	94			138	752	93			119	517	395		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	113	1972	100			648	1397	97			142	775	96			123	533	407		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	107	0			0	123	0			0	6	1			0	6	0		
Initial Fut:	113	2079	100			648	1520	97			142	781	97			123	539	407		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	113	2079	100			648	1520	97			142	781	97			123	539	407		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	113	2079	100			648	1520	97			142	781	97			123	539	407		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	113	2079	100			648	1520	97			142	781	97			123	539	407		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.84	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95		
Lanes:	1.00	3.82	0.18			2.00	3.00	1.00			1.00	2.00	1.00			1.00	2.00	1.00		
Final Sat.:	1700	6870	330			3200	5400	1800			1700	3600	1800			1700	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.30	0.30			0.20	0.28	0.05			0.08	0.22	0.05			0.07	0.15	0.23		
Crit Moves:		****					****					****					****			
Green/Cycle:	0.11	0.36	0.36			0.24	0.48	0.48			0.12	0.25	0.25			0.08	0.22	0.46		
Volume/Cap:	0.59	0.85	0.85			0.85	0.59	0.11			0.69	0.85	0.21			0.85	0.69	0.50		
Delay/Veh:	55.1	38.6	38.6			52.7	22.9	17.2			59.8	50.2	35.4			89.7	45.7	23.4		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	55.1	38.6	38.6			52.7	22.9	17.2			59.8	50.2	35.4			89.7	45.7	23.4		
LOS by Move:	E		D		D	D		C		B	E		D		D	F		D		C
HCM2kAvgQ:	5		22		22	16		14		2	7		17		3	7		11		11

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

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	43.3
Optimal Cycle:	91	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: >> Count Date: 28 Apr 2005 << 0800-0900												
Base Vol:	282	1461	44	199	685	210	331	901	235	181	886	248
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	291	1505	45	205	706	216	341	928	242	186	913	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	107	0	0	124	0	0	50	0	0	54	0
Initial Fut:	291	1612	45	205	830	216	341	978	242	186	967	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	291	1612	45	205	830	216	341	978	242	186	967	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1612	45	205	830	216	341	978	242	186	967	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	1612	45	205	830	216	341	978	242	186	967	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.92	0.08	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	5252	148	3200	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.06	0.15	0.12	0.20	0.18	0.13	0.11	0.18	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.37	0.37	0.08	0.28	0.28	0.24	0.28	0.28	0.17	0.21	0.21
Volume/Cap:	0.55	0.83	0.83	0.83	0.55	0.43	0.83	0.64	0.47	0.64	0.83	0.66
Delay/Veh:	47.2	37.8	37.8	75.7	37.2	36.0	57.0	38.5	36.3	50.9	50.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	37.8	37.8	75.7	37.2	36.0	57.0	38.5	36.3	50.9	50.4	47.4
LOS by Move:	D	D	D	E	D	D	E	D	D	D	D	D
HCM2kAvgQ:	6	22	22	7	9	7	16	12	8	8	14	10

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

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	27.9
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	2	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 24 Mar 2005 << 0715-0815												
Base Vol:	23	118	22	323	46	492	508	911	8	42	705	191
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	24	122	23	333	47	507	523	939	8	43	726	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	55	0	0	18	0
Initial Fut:	24	122	23	333	47	507	523	994	8	43	744	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	122	23	333	47	507	523	994	8	43	744	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	122	23	333	47	507	523	994	8	43	744	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	122	23	333	47	507	523	994	8	43	744	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.16	0.84	1.00	0.88	0.12	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	294	1506	1800	1576	224	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.21	0.21	0.28	0.16	0.28	0.00	0.03	0.21	0.11
Crit Moves:						****	****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.23	0.48	0.48	0.04	0.29	0.29
Volume/Cap:	0.20	0.20	0.03	0.53	0.53	0.71	0.71	0.58	0.01	0.58	0.71	0.37
Delay/Veh:	19.9	19.9	18.4	23.8	23.8	28.6	38.6	19.3	13.7	57.5	33.9	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	18.4	23.8	23.8	28.6	38.6	19.3	13.7	57.5	33.9	28.6
LOS by Move:	B	B	B	C	C	C	D	B	B	E	C	C
HCM2kAvgQ:	3	3	0	10	10	15	10	12	0	2	12	5

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

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.1
Optimal Cycle: 63 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	1	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 7 Apr 2005 << 0745-0845																
Base Vol:	373	704	257		239	866	168		180	815	290		186	728	237	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	384	725	265		246	892	173		185	840	299		192	750	244	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	48	0		0	49	0		0	5	0		0	2	0	
Initial Fut:	384	773	265		246	941	173		185	845	299		192	752	244	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	384	773	265		246	941	173		185	845	299		192	752	244	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	384	773	265		246	941	173		185	845	299		192	752	244	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	384	773	265		246	941	173		185	845	299		192	752	244	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	3200	3600	1800		3200	3600	1800		1700	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.21	0.15		0.08	0.26	0.10		0.11	0.23	0.17		0.11	0.21	0.14	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.15	0.36	0.36		0.13	0.33	0.33		0.15	0.30	0.30		0.14	0.29	0.29	
Volume/Cap:	0.78	0.60	0.41		0.60	0.78	0.29		0.71	0.78	0.55		0.78	0.71	0.46	
Delay/Veh:	56.7	32.1	29.3		51.7	39.3	29.6		57.5	42.1	36.4		64.4	40.4	35.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	56.7	32.1	29.3		51.7	39.3	29.6		57.5	42.1	36.4		64.4	40.4	35.4	
LOS by Move:	E	C	C		D	D	C		E	D	D		E	D	D	
HCM2kAvgQ:	10	13	8		6	18	5		9	17	10		10	14	8	

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

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	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: >> Count Date: 5 Apr 2005 << 0745-0845																
Base Vol:	119	980	593		109	1319	158		167	1058	59		476	671	76	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	123	1010	611		112	1359	163		172	1090	61		490	691	78	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	44	0	0		20	0	81		158	56	40		0	32	29	
Initial Fut:	167	1010	611		132	1359	244		330	1146	101		490	723	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	167	1010	611		132	1359	244		330	1146	101		490	723	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	1010	611		132	1359	244		330	1146	101		490	723	107	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	167	1010	611		132	1359	244		330	1146	101		490	723	107	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.95	0.95		0.89	0.95	0.95		0.89	0.95	0.95		0.84	0.95	0.95	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	2.76	0.24		2.00	2.00	1.00	
Final Sat.:	1700	5400	1800		1700	5400	1800		1700	4963	437		3200	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.19	0.34		0.08	0.25	0.14		0.19	0.23	0.23		0.15	0.20	0.06	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.12	0.31	0.51		0.13	0.32	0.32		0.24	0.30	0.30		0.20	0.25	0.25	
Volume/Cap:	0.80	0.60	0.67		0.60	0.80	0.43		0.80	0.78	0.78		0.78	0.80	0.24	
Delay/Veh:	70.2	35.8	24.0		54.1	40.3	33.1		53.1	40.9	40.9		51.6	47.1	36.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	70.2	35.8	24.0		54.1	40.3	33.1		53.1	40.9	40.9		51.6	47.1	36.0	
LOS by Move:	E	D	C		D	D	C		D	D	D		D	D	D	
HCM2kAvgQ:	9	12	18		6	18	8		15	16	16		12	15	3	

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

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 57 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	3	0	1		2	0	3	0	1		2	0	2	0	1		2	0	3	0	1	
Volume Module: >> Count Date: 23 Mar 2005 << 0730-0830																								
Base Vol:	266	1310			16		172	969			203		496	356			130		8	156			50	
Growth Adj:	1.03	1.03			1.03		1.03	1.03			1.03		1.03	1.03			1.03		1.03	1.03			1.03	
Initial Bse:	274	1350			16		177	998			209		511	367			134		8	161			52	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
APPRVD PROJ:	8	0			34		0	0			0		0	997			118		42	524			176	
Initial Fut:	282	1350			50		177	998			209		511	1364			252		50	685			228	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	282	1350			50		177	998			209		511	1364			252		50	685			228	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	282	1350			50		177	998			209		511	1364			252		50	685			228	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	282	1350			50		177	998			209		511	1364			252		50	685			228	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.84	0.95			0.95		0.84	0.95			0.95		0.84	0.95			0.95		0.84	0.95			0.95	
Lanes:	2.00	3.00			1.00		2.00	3.00			1.00		2.00	2.00			1.00		2.00	3.00			1.00	
Final Sat.:	3200	5400			1800		3200	5400			1800		3200	3600			1800		3200	5400			1800	
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.25			0.03		0.06	0.18			0.12		0.16	0.38			0.14		0.02	0.13			0.13	
Crit Moves:		****					****							****					****					
Green/Cycle:	0.13	0.33			0.33		0.07	0.28			0.28		0.29	0.51			0.51		0.02	0.23			0.23	
Volume/Cap:	0.67	0.75			0.08		0.75	0.67			0.42		0.54	0.75			0.28		0.75	0.54			0.54	
Delay/Veh:	53.8	37.4			27.5		67.0	39.8			36.2		36.3	25.4			17.2		95.4	40.9			41.9	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	53.8	37.4			27.5		67.0	39.8			36.2		36.3	25.4			17.2		95.4	40.9			41.9	
LOS by Move:	D	D			C		E	D			D		D	C			B		F	D			D	
HCM2kAvgQ:	7	17			1		5	12			7		10	22			5		2	8			8	

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

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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: >> Count Date: 14 Apr 2005 << 0730-0830																								
Base Vol:	74	637			93		66	576			167		197	67			74		50	794			54	
Growth Adj:	1.03	1.03			1.03		1.03	1.03			1.03		1.03	1.03			1.03		1.03	1.03			1.03	
Initial Bse:	76	656			96		68	593			172		203	69			76		52	818			56	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
APPRVD PROJ:	0	12			0		0	1			0		0	1031			0		0	742			0	
Initial Fut:	76	668			96		68	594			172		203	1100			76		52	1560			56	
User Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
PHF Volume:	76	668			96		68	594			172		203	1100			76		52	1560			56	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	76	668			96		68	594			172		203	1100			76		52	1560			56	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
FinalVolume:	76	668			96		68	594			172		203	1100			76		52	1560			56	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.89	0.95			0.95		0.89	0.95			0.95		0.84	0.95			0.95		0.89	0.95			0.95	
Lanes:	1.00	2.00			1.00		1.00	1.55			0.45		2.00	2.00			1.00		1.00	2.00			1.00	
Final Sat.:	1700	3600			1800		1700	2792			808		3200	3600			1800		1700	3600			1800	
Capacity Analysis Module:																								
Vol/Sat:	0.04	0.19			0.05		0.04	0.21			0.21		0.06	0.31			0.04		0.03	0.43			0.03	
Crit Moves:								****					****							****				
Green/Cycle:	0.28	0.28			0.28		0.28	0.28			0.28		0.08	0.59			0.59		0.06	0.56			0.56	
Volume/Cap:	0.16	0.67			0.19		0.14	0.77			0.77		0.77	0.52			0.07		0.52	0.77			0.06	
Delay/Veh:	27.6	34.0			27.9		27.4	37.1			37.1		58.1	12.6			9.0		50.7	18.8			9.9	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	27.6	34.0			27.9		27.4	37.1			37.1		58.1	12.6			9.0		50.7	18.8			9.9	
LOS by Move:	C	C			C		C	D			D		E	B			A		D	B			A	
HCM2kAvgQ:	2	11			2		2	13			13		6	11			1		3	21			1	

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

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

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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: >> Count Date: 13 Apr 2005 << 0715-0815																								
Base Vol:	90	1270	16				44	902	690				182	4	77				20	44	131			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	93	1308	16				45	929	711				188	4	79				21	45	135			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	438	0				0	427	0				0	1032	0				0	742	0			
Initial Fut:	93	1746	16				45	1356	711				188	1036	79				21	787	135			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	93	1746	16				45	1356	711				188	1036	79				21	787	135			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	93	1746	16				45	1356	711				188	1036	79				21	787	135			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	93	1746	16				45	1356	711				188	1036	79				21	787	135			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				2.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	3600	1800				3200	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.49	0.01				0.03	0.38	0.39				0.06	0.29	0.04				0.01	0.22	0.07			
Crit Moves:		****												****						****				
Green/Cycle:	0.58	0.58	0.58				0.58	0.58	0.58				0.08	0.34	0.34				0.01	0.28	0.28			
Volume/Cap:	0.09	0.84	0.02				0.05	0.65	0.68				0.77	0.84	0.13				0.84	0.77	0.26			
Delay/Veh:	9.3	20.1	8.9				9.0	14.6	15.2				59.5	35.2	22.6				158.9	36.6	28.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	9.3	20.1	8.9				9.0	14.6	15.2				59.5	35.2	22.6				158.9	36.6	28.0			
LOS by Move:	A	C	A				A	B	B				E	D	C				F	D	C			
HCM2kAvgQ:	1	25	0				1	15	16				5	18	2				2	13	3			

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

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

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	2	0	1		1	0	2	0	1		0	1	0	1	0		0	1	0	1	0	
Volume Module: >> Count Date: 13 Apr 2005 << 0730-0830																								
Base Vol:	6	1351	31				2	886	46				116	102	76				49	164	65			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	6	1392	32				2	913	47				120	105	78				50	169	67			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	436	0				0	425	0				0	0	0				0	0	0			
Initial Fut:	6	1828	32				2	1338	47				120	105	78				50	169	67			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	6	1828	32				2	1338	47				120	105	78				50	169	67			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	6	1828	32				2	1338	47				120	105	78				50	169	67			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	6	1828	32				2	1338	47				120	105	78				50	169	67			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				0.79	0.69	0.52				0.35	1.18	0.47			
Final Sat.:	1700	3600	1800				1700	3600	1800				1420	1249	931				635	2124	842			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.51	0.02				0.00	0.37	0.03				0.08	0.08	0.08				0.08	0.08	0.08			
Crit Moves:		****												****										
Green/Cycle:	0.82	0.82	0.82				0.82	0.82	0.82				0.14	0.14	0.14				0.14	0.14	0.14			
Volume/Cap:	0.00	0.62	0.02				0.00	0.45	0.03				0.62	0.62	0.62				0.58	0.58	0.58			
Delay/Veh:	1.6	3.6	1.6				1.6	2.6	1.6				43.1	43.1	43.1				42.3	42.3	42.3			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	1.6	3.6	1.6				1.6	2.6	1.6				43.1	43.1	43.1				42.3	42.3	42.3			
LOS by Move:	A	A	A				A	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	0	11	0				0	6	0				6	6	6				5	5	5			

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

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EXWP-AM Fri Jul 25, 2008 09:15:46 Page 23-1

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 103 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						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: >> Count Date: 12 Apr 2005 << 0730-0830																								
Base Vol:	195	1372		190			96	1255		196			245	1200		76			285	1406		176		
Growth Adj:	1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03			1.03	1.03		1.03		
Initial Bse:	201	1414		196			99	1293		202			252	1236		78			294	1449		181		
Added Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
APPRVD PROJ:	2	434		0			0	420		5			12	34		6			0	63		0		
Initial Fut:	203	1848		196			99	1713		207			264	1270		84			294	1512		181		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Volume:	203	1848		196			99	1713		207			264	1270		84			294	1512		181		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	203	1848		196			99	1713		207			264	1270		84			294	1512		181		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	203	1848		196			99	1713		207			264	1270		84			294	1512		181		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900			1900	1900		1900			1900	1900		1900			1900	1900		1900		
Adjustment:	0.89	0.95		0.95			0.89	0.95		0.95			0.84	0.95		0.95			0.84	0.95		0.95		
Lanes:	1.00	3.00		1.00			1.00	3.00		1.00			2.00	2.81		0.19			2.00	2.68		0.32		
Final Sat.:	1700	5400		1800			1700	5400		1800			3200	5064		336			3200	4822		578		
Capacity Analysis Module:																								
Vol/Sat:	0.12	0.34		0.11			0.06	0.32		0.11			0.08	0.25		0.25			0.09	0.31		0.31		
Crit Moves:	****							****					****							****				
Green/Cycle:	0.13	0.42		0.54			0.07	0.36		0.45			0.09	0.33		0.33			0.12	0.35		0.35		
Volume/Cap:	0.89	0.82		0.20			0.82	0.89		0.26			0.89	0.77		0.77			0.77	0.89		0.89		
Delay/Veh:	83.6	33.3		14.5			88.6	42.2		20.8			80.6	38.7		38.7			60.7	42.6		42.6		
User DelAdj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	83.6	33.3		14.5			88.6	42.2		20.8			80.6	38.7		38.7			60.7	42.6		42.6		
LOS by Move:	F	C		B			F	D		C			F	D		D			E	D		D		
HCM2kAvgQ:	11	23		4			6	24		5			9	17		17			8	24		24		

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

Weekday Mid-Day Peak Hour

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:33 Page 3-1

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 2	0	1	1 0 2	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module: >> Count Date: 22 Mar 2005 << 1245-1345												
Base Vol:	147	751	157	196	617	90	198	713	167	215	657	232
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	151	774	162	202	636	93	204	735	172	222	677	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	7	0	0	0	0	0	0	54	8	0	61	0
Initial Fut:	158	774	162	202	636	93	204	789	180	222	738	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	774	162	202	636	93	204	789	180	222	738	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	774	162	202	636	93	204	789	180	222	738	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	774	162	202	636	93	204	789	180	222	738	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.09	0.12	0.18	0.05	0.12	0.22	0.10	0.13	0.20	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.29	0.29	0.16	0.36	0.36	0.18	0.30	0.30	0.18	0.30	0.30
Volume/Cap:	0.50	0.73	0.31	0.73	0.50	0.14	0.68	0.73	0.33	0.73	0.68	0.44
Delay/Veh:	52.4	40.8	33.2	57.4	30.5	26.3	52.5	40.3	33.1	55.5	38.6	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	40.8	33.2	57.4	30.5	26.3	52.5	40.3	33.1	55.5	38.6	34.4
LOS by Move:	D	D	C	E	C	C	D	D	C	E	D	C
HCM2kAvgQ:	4	15	5	9	10	2	9	15	5	10	13	8

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:33 Page 4-1

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 30.3
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Ovl			Ovl			Include				Include			
Min. Green:	0	0	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: >> Count Date: 5 Apr 2005 << 1300-1400														
Base Vol:	121	1226	171	106	1361	338	329	749	95	176	588	86		
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03		
Initial Bse:	125	1263	176	109	1402	348	339	772	98	181	606	89		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
APPRVD PROJ:	0	536	72	13	497	0	0	15	0	60	3	0		
Initial Fut:	125	1799	248	122	1899	348	339	787	98	241	609	89		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	125	1799	248	122	1899	348	339	787	98	241	609	89		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	125	1799	248	122	1899	348	339	787	98	241	609	89		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	125	1799	248	122	1899	348	339	787	98	241	609	89		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95		
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.67	0.33	2.00	3.00	1.00		
Final Sat.:	3200	5400	1800	3200	5400	1800	4800	4802	598	3200	5400	1800		
Capacity Analysis Module:														
Vol/Sat:	0.04	0.33	0.14	0.04	0.35	0.19	0.07	0.16	0.16	0.08	0.11	0.05		
Crit Moves:	****				****			****		****				
Green/Cycle:	0.06	0.51	0.62	0.06	0.51	0.65	0.13	0.24	0.24	0.11	0.21	0.21		
Volume/Cap:	0.69	0.65	0.22	0.65	0.69	0.30	0.53	0.69	0.69	0.69	0.53	0.23		
Delay/Veh:	66.1	22.2	10.2	63.3	22.8	9.5	49.2	43.2	43.2	57.1	42.2	39.3		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	66.1	22.2	10.2	63.3	22.8	9.5	49.2	43.2	43.2	57.1	42.2	39.3		
LOS by Move:	E	C	B	E	C	A	D	D	D	E	D	D		
HCM2kAvgQ:	4	17	4	4	19	6	5	11	11	6	7	3		

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 5-1

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.9
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			Permitted			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: >> Count Date: 13 Apr 2005 << 1300-1400												
Base Vol:	20	1339	212	31	1605	36	24	15	28	233	19	59
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	21	1380	218	32	1654	37	25	15	29	240	20	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	597	0	0	569	0	11	1028	12	13	909	12
Initial Fut:	21	1977	218	32	2223	37	36	1043	41	253	929	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1977	218	32	2223	37	36	1043	41	253	929	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1977	218	32	2223	37	36	1043	41	253	929	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1977	218	32	2223	37	36	1043	41	253	929	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.70	0.30	1.00	2.95	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	4863	537	1700	5311	89	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.02	0.42	0.42	0.02	0.29	0.02	0.15	0.26	0.04
Crit Moves:		****		****				****				
Green/Cycle:	0.02	0.52	0.52	0.02	0.53	0.53	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.79	0.78	0.78	0.78	0.79	0.79	0.06	0.78	0.06	0.40	0.69	0.11
Delay/Veh:	136.8	20.6	20.6	110.0	20.4	20.4	20.1	30.6	20.2	23.5	28.1	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.8	20.6	20.6	110.0	20.4	20.4	20.1	30.6	20.2	23.5	28.1	20.6
LOS by Move:	F	C	C	F	C	C	C	C	C	C	C	C
HCM2kAvgQ:	2	20	20	3	21	21	1	17	1	6	14	2

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

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

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 6-1

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.6
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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: >> Count Date: 19 Apr 2005 << 1200-1300												
Base Vol:	220	1368	149	167	1400	207	153	1035	168	172	916	123
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	227	1409	154	172	1442	213	158	1066	173	177	944	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	253	38	247	275	116	36	11	0	45	12	182
Initial Fut:	227	1662	192	419	1717	329	194	1077	173	222	956	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	1662	192	419	1717	329	194	1077	173	222	956	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1662	192	419	1717	329	194	1077	173	222	956	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	1662	192	419	1717	329	194	1077	173	222	956	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	5400	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.11	0.13	0.32	0.18	0.06	0.20	0.10	0.07	0.18	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.41	0.41	0.17	0.47	0.47	0.09	0.26	0.26	0.09	0.26	0.26
Volume/Cap:	0.67	0.76	0.26	0.76	0.67	0.39	0.67	0.76	0.37	0.76	0.67	0.65
Delay/Veh:	56.9	32.2	23.9	53.3	25.1	20.7	58.8	43.1	36.5	64.1	40.7	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	32.2	23.9	53.3	25.1	20.7	58.8	43.1	36.5	64.1	40.7	42.3
LOS by Move:	E	C	C	D	C	C	E	D	D	E	D	D
HCM2kAvgQ:	6	20	5	10	18	8	5	14	6	7	12	11

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

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

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 7-1

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.5
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:	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: >> Count Date: 21 Apr 2005 << 1215-1315												
Base Vol:	127	1346	465	212	1439	224	564	767	77	492	734	250
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	131	1387	479	218	1483	231	581	790	79	507	756	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	5	311	2	4	336	10	9	8	4	2	8	4
Initial Fut:	136	1698	481	222	1819	241	590	798	83	509	764	262
User Adj:	1.00	1.00	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:	136	1698	0	222	1819	241	590	798	83	509	764	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1698	0	222	1819	241	590	798	83	509	764	262
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:	136	1698	0	222	1819	241	590	798	83	509	764	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	3200	5400	1800	3200	5400	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.00	0.07	0.34	0.13	0.18	0.15	0.05	0.16	0.21	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.39	0.00	0.09	0.39	0.60	0.21	0.22	0.31	0.24	0.24	0.33
Volume/Cap:	0.87	0.80	0.00	0.80	0.87	0.22	0.87	0.67	0.15	0.67	0.87	0.44
Delay/Veh:	91.5	34.7	0.0	69.2	38.4	11.3	57.6	44.5	30.0	44.1	53.1	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	34.7	0.0	69.2	38.4	11.3	57.6	44.5	30.0	44.1	53.1	32.0
LOS by Move:	F	C	A	E	D	B	E	D	C	D	D	C
HCM2kAvgQ:	8	21	0	7	25	4	15	10	2	11	17	8

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

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

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 8-1

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 41 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			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: >> Count Date: 19 Apr 2005 << 1230-1330												
Base Vol:	459	1272	11	85	1233	336	258	41	75	42	45	80
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	473	1311	11	88	1270	346	266	42	77	43	46	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	318	0	0	342	0	0	0	0	0	0	0
Initial Fut:	473	1629	11	88	1612	346	266	42	77	43	46	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	1629	11	88	1612	346	266	42	77	43	46	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1629	11	88	1612	346	266	42	77	43	46	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	1629	11	88	1612	346	266	42	77	43	46	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.92	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.98	0.02	1.00	3.00	1.00	1.73	0.27	1.00	1.00	1.00	1.00
Final Sat.:	3200	5363	37	1700	5400	1800	3020	480	1800	1700	1800	1800
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.30	0.05	0.30	0.19	0.09	0.09	0.04	0.03	0.03	0.05
Crit Moves:	****				****			****				****
Green/Cycle:	0.24	0.61	0.61	0.10	0.48	0.48	0.14	0.14	0.38	0.07	0.07	0.07
Volume/Cap:	0.62	0.49	0.49	0.49	0.62	0.40	0.62	0.62	0.11	0.35	0.35	0.62
Delay/Veh:	42.5	13.0	13.0	52.9	23.6	20.4	50.9	50.9	24.2	53.6	53.7	62.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	13.0	13.0	52.9	23.6	20.4	50.9	50.9	24.2	53.6	53.7	62.7
LOS by Move:	D	B	B	D	C	C	D	D	C	D	D	E
HCM2kAvgQ:	10	12	12	4	16	8	7	7	2	2	2	4

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 9-1

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.5
Optimal Cycle: 78 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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: >> Count Date: 19 Apr 2005 << 1215-1315												
Base Vol:	108	720	303	327	1022	168	333	1056	46	383	1206	328
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	111	742	312	337	1053	173	343	1088	47	395	1243	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	24	293	31	7	317	18	17	20	24	32	20	8
Initial Fut:	135	1035	343	344	1370	191	360	1108	71	427	1263	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	1035	343	344	1370	191	360	1108	71	427	1263	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1035	343	344	1370	191	360	1108	71	427	1263	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	1035	343	344	1370	191	360	1108	71	427	1263	346
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	2.00	2.63	0.37	2.00	2.82	0.18	2.00	2.35	0.65
Final Sat.:	1700	5400	1800	3200	4739	661	3200	5073	327	3200	4239	1161
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.19	0.11	0.29	0.29	0.11	0.22	0.22	0.13	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.28	0.47	0.16	0.35	0.35	0.13	0.31	0.31	0.19	0.36	0.36
Volume/Cap:	0.83	0.68	0.41	0.68	0.83	0.83	0.83	0.72	0.72	0.72	0.83	0.83
Delay/Veh:	82.9	39.4	21.2	51.2	39.5	39.5	63.8	38.6	38.6	50.0	38.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	39.4	21.2	51.2	39.5	39.5	63.8	38.6	38.6	50.0	38.7	38.7
LOS by Move:	F	D	C	D	D	D	E	D	D	D	D	D
HCM2kAvgQ:	8	13	9	8	21	21	10	15	15	10	21	21

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 10-1

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.2
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			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: >> Count Date: 29 Mar 2005 << 1200-1300												
Base Vol:	141	2120	180	172	1811	91	221	328	78	271	360	193
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	145	2184	185	177	1866	94	228	338	80	279	371	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	137	0	0	158	57	0	1019	0	0	571	103
Initial Fut:	145	2321	185	177	2024	151	228	1357	80	279	942	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	2321	185	177	2024	151	228	1357	80	279	942	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2321	185	177	2024	151	228	1357	80	279	942	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	2321	185	177	2024	151	228	1357	80	279	942	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.70	0.30	2.00	3.72	0.28	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	6667	533	3200	6701	499	3200	5400	1800	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.06	0.30	0.30	0.07	0.25	0.04	0.09	0.26	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.44	0.44	0.07	0.40	0.40	0.09	0.32	0.32	0.11	0.33	0.40
Volume/Cap:	0.76	0.80	0.80	0.80	0.76	0.76	0.78	0.80	0.14	0.80	0.78	0.41
Delay/Veh:	68.4	30.6	30.6	72.7	32.7	32.7	66.2	40.2	29.5	64.0	39.3	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	30.6	30.6	72.7	32.7	32.7	66.2	40.2	29.5	64.0	39.3	26.0
LOS by Move:	E	C	C	E	C	C	E	D	C	E	D	C
HCM2kAvgQ:	8	22	22	6	19	19	7	18	2	8	18	8

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 11-1

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 40.1
Optimal Cycle: 58 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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: >> Count Date: 24 Mar 2005 << 1215-1315												
Base Vol:	364	1105	168	242	1466	254	361	856	47	304	899	197
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	375	1138	173	249	1510	262	372	882	48	313	926	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	149	114	73	10	141	6	12	31	97	111	22	9
Initial Fut:	524	1252	246	259	1651	268	384	913	145	424	948	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	524	1252	246	259	1651	268	384	913	145	424	948	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	1252	246	259	1651	268	384	913	145	424	948	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	524	1252	246	259	1651	268	384	913	145	424	948	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	7200	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.14	0.08	0.23	0.15	0.12	0.13	0.08	0.13	0.13	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.38	0.38	0.18	0.32	0.32	0.17	0.18	0.41	0.19	0.19	0.19
Volume/Cap:	0.71	0.46	0.36	0.46	0.71	0.46	0.69	0.71	0.20	0.71	0.69	0.62
Delay/Veh:	45.8	28.3	27.3	45.0	36.8	33.0	50.3	48.3	23.0	49.8	46.8	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	28.3	27.3	45.0	36.8	33.0	50.3	48.3	23.0	49.8	46.8	47.9
LOS by Move:	D	C	C	D	D	C	D	D	C	D	D	D
HCM2kAvgQ:	12	9	7	5	15	8	9	10	4	10	10	8

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

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: >> Count Date: 24 Mar 2005 << 1200-1300												
Base Vol:	135	2022	151	514	1981	45	143	306	63	374	498	288
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	139	2083	156	530	2041	46	147	315	65	385	513	297
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	18	110	53	189	123	3	3	134	22	53	135	191
Initial Fut:	157	2193	209	719	2164	49	150	449	87	438	648	488
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	2193	209	719	2164	49	150	449	87	438	648	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2193	209	719	2164	49	150	449	87	438	648	488
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	2193	209	719	2164	49	150	449	87	438	648	488
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	3.00	3.91	0.09	1.00	2.51	0.49	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	4800	7039	161	1700	4525	875	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.12	0.15	0.31	0.31	0.09	0.10	0.10	0.14	0.12	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.41	0.41	0.20	0.47	0.47	0.13	0.13	0.13	0.19	0.18	0.39
Volume/Cap:	0.65	0.74	0.28	0.74	0.65	0.65	0.66	0.74	0.74	0.74	0.65	0.70
Delay/Veh:	54.9	30.9	23.7	48.0	24.6	24.6	56.1	54.0	54.0	51.1	46.9	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	30.9	23.7	48.0	24.6	24.6	56.1	54.0	54.0	51.1	46.9	34.1
LOS by Move:	D	C	C	D	C	C	E	D	D	D	D	C
HCM2kAvgQ:	7	19	5	11	17	17	7	8	8	11	9	17

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 13-1

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 39.1
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0 4	0	1	2 0 4	0	1	2 0 2	1	0	3 0 2	1	0
Volume Module: >> Count Date: 22 Mar 2005 << 1215-1315												
Base Vol:	268	1332	621	330	1513	230	389	487	170	494	645	393
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	276	1372	640	340	1559	237	401	502	175	509	665	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	144	2	16	162	19	17	41	0	3	46	19
Initial Fut:	276	1516	642	356	1721	256	418	543	175	512	711	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	1516	642	356	1721	256	418	543	175	512	711	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1516	642	356	1721	256	418	543	175	512	711	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	1516	642	356	1721	256	418	543	175	512	711	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.27	0.73	3.00	2.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	4083	1317	4800	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.36	0.11	0.24	0.14	0.13	0.13	0.13	0.11	0.20	0.24
Crit Moves:			****	****			****					****
Green/Cycle:	0.12	0.32	0.52	0.14	0.33	0.33	0.16	0.26	0.26	0.21	0.30	0.30
Volume/Cap:	0.71	0.67	0.69	0.79	0.71	0.43	0.79	0.52	0.52	0.52	0.66	0.79
Delay/Veh:	57.0	36.4	23.6	59.3	36.0	31.5	56.3	38.7	38.7	42.9	38.0	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	36.4	23.6	59.3	36.0	31.5	56.3	38.7	38.7	42.9	38.0	41.9
LOS by Move:	E	D	C	E	D	C	E	D	D	D	D	D
HCM2kAvgQ:	7	13	19	10	16	8	11	8	8	7	13	17

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

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 37.3
Optimal Cycle: 60 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 3	1	0	2 0 3	0	1	1 0 2	0	1	1 0 2	0	1
Volume Module: >> Count Date: 11 May 2005 << 1200-1300												
Base Vol:	206	1792	80	541	1430	103	94	451	114	198	461	577
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	1846	82	557	1473	106	97	465	117	204	475	594
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	146	0	0	165	0	0	8	1	0	7	0
Initial Fut:	213	1992	82	557	1638	106	97	473	118	204	482	594
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	1992	82	557	1638	106	97	473	118	204	482	594
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	1992	82	557	1638	106	97	473	118	204	482	594
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	1992	82	557	1638	106	97	473	118	204	482	594
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.84	0.16	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6914	286	3200	5400	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.17	0.30	0.06	0.06	0.13	0.07	0.12	0.13	0.33
Crit Moves:		****		****				****		****		
Green/Cycle:	0.18	0.38	0.38	0.23	0.43	0.43	0.09	0.17	0.17	0.16	0.24	0.47
Volume/Cap:	0.71	0.76	0.76	0.76	0.71	0.14	0.65	0.76	0.38	0.76	0.56	0.70
Delay/Veh:	54.1	34.1	34.1	48.2	29.2	21.0	62.5	53.0	44.9	60.8	40.7	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	34.1	34.1	48.2	29.2	21.0	62.5	53.0	44.9	60.8	40.7	28.0
LOS by Move:	D	C	C	D	C	C	E	D	D	E	D	C
HCM2kAvgQ:	10	19	19	13	18	2	5	10	4	10	9	19

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

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 43.5
Optimal Cycle: 79 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2	0 3	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module: >> Count Date: 28 Apr 2005 << 1230-1330												
Base Vol:	214	897	77	374	875	378	327	766	212	184	852	314
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	220	924	79	385	902	389	337	789	218	190	878	324
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	147	0	0	166	0	0	43	0	0	43	0
Initial Fut:	220	1071	79	385	1068	389	337	832	218	190	921	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1071	79	385	1068	389	337	832	218	190	921	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1071	79	385	1068	389	337	832	218	190	921	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1071	79	385	1068	389	337	832	218	190	921	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.79	0.21	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	5028	372	3200	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.12	0.20	0.22	0.20	0.15	0.12	0.11	0.17	0.18
Crit Moves:		****			****			****				****
Green/Cycle:	0.10	0.27	0.27	0.15	0.32	0.32	0.25	0.28	0.28	0.20	0.23	0.23
Volume/Cap:	0.68	0.79	0.79	0.79	0.62	0.68	0.79	0.56	0.44	0.56	0.75	0.79
Delay/Veh:	57.5	43.7	43.7	57.5	35.3	38.6	51.6	37.5	36.3	45.2	45.8	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	43.7	43.7	57.5	35.3	38.6	51.6	37.5	36.3	45.2	45.8	53.7
LOS by Move:	E	D	D	E	D	D	D	D	D	D	D	D
HCM2kAvgQ:	6	16	16	10	12	14	15	10	7	8	13	14

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 16-1

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 90 Level Of Service: 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 1	2	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 24 Mar 2005 << 1230-1330												
Base Vol:	51	171	40	373	107	318	688	752	18	81	851	138
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	53	176	41	384	110	328	709	775	19	83	877	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	97	0	0	252	0
Initial Fut:	53	176	41	384	110	328	709	872	19	83	1129	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	176	41	384	110	328	709	872	19	83	1129	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	176	41	384	110	328	709	872	19	83	1129	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	176	41	384	110	328	709	872	19	83	1129	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.23	0.77	1.00	0.78	0.22	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	414	1386	1800	1399	401	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.27	0.27	0.18	0.22	0.24	0.01	0.05	0.31	0.08
Crit Moves:					****		****				****	
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.25	0.51	0.51	0.10	0.36	0.36
Volume/Cap:	0.41	0.41	0.07	0.88	0.88	0.58	0.88	0.48	0.02	0.48	0.88	0.22
Delay/Veh:	27.6	27.6	24.3	47.5	47.5	30.5	47.0	16.3	12.4	44.4	37.5	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	24.3	47.5	47.5	30.5	47.0	16.3	12.4	44.4	37.5	22.7
LOS by Move:	C	C	C	D	D	C	D	B	B	D	D	C
HCM2kAvgQ:	6	6	1	19	19	9	16	9	0	3	20	3

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 17-1

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.0
Optimal Cycle:	47	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 7 Apr 2005 << 1215-1315												
Base Vol:	348	485	164	207	540	144	166	659	224	197	822	243
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	359	500	169	213	556	148	171	679	231	203	847	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	89	0	0	110	0	0	4	0	0	3	0
Initial Fut:	359	589	169	213	666	148	171	683	231	203	850	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	589	169	213	666	148	171	683	231	203	850	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	589	169	213	666	148	171	683	231	203	850	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	589	169	213	666	148	171	683	231	203	850	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	3200	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.09	0.07	0.19	0.08	0.10	0.19	0.13	0.12	0.24	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.31	0.31	0.13	0.27	0.27	0.15	0.30	0.30	0.19	0.35	0.35
Volume/Cap:	0.68	0.53	0.30	0.53	0.68	0.30	0.68	0.62	0.42	0.62	0.68	0.40
Delay/Veh:	50.7	34.5	31.8	50.3	40.9	35.0	55.7	37.0	33.8	48.3	35.0	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	34.5	31.8	50.3	40.9	35.0	55.7	37.0	33.8	48.3	35.0	30.1
LOS by Move:	D	C	C	D	D	C	E	D	C	D	C	C
HCM2kAvgQ:	9	10	5	5	12	5	8	12	7	8	15	7

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

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

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 18-1

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	38.8
Optimal Cycle:	49	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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: >> Count Date: 5 Apr 2005 << 1245-1345												
Base Vol:	73	673	388	77	899	131	190	840	105	334	652	71
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	75	693	400	79	926	135	196	865	108	344	672	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	169	0	0	12	0	80	55	3	40	0	3	12
Initial Fut:	244	693	400	91	926	215	251	868	148	344	675	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	693	400	91	926	215	251	868	148	344	675	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	693	400	91	926	215	251	868	148	344	675	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	693	400	91	926	215	251	868	148	344	675	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.56	0.44	2.00	2.00	1.00
Final Sat.:	1700	5400	1800	1700	5400	1800	1700	4613	787	3200	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.22	0.05	0.17	0.12	0.15	0.19	0.19	0.11	0.19	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.32	0.49	0.13	0.25	0.25	0.21	0.31	0.31	0.17	0.27	0.27
Volume/Cap:	0.70	0.40	0.45	0.40	0.70	0.48	0.70	0.62	0.62	0.62	0.70	0.18
Delay/Veh:	50.2	32.1	20.1	48.8	42.8	39.5	49.6	36.3	36.3	47.8	41.7	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	32.1	20.1	48.8	42.8	39.5	49.6	36.3	36.3	47.8	41.7	33.8
LOS by Move:	D	C	C	D	D	D	D	D	D	D	D	C
HCM2kAvgQ:	10	7	10	4	12	7	11	12	12	8	13	3

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

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

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 19-1

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.7
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1300-1400																				
Base Vol:	177	912	14			134	1137	354			301	263	80			12	312	139		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	182	940	14			138	1171	365			310	271	82			12	321	143		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	14	0	107			40	0	0			0	881	59			80	660	169		
Initial Fut:	196	940	121			178	1171	365			310	1152	141			92	981	312		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	196	940	121			178	1171	365			310	1152	141			92	981	312		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	196	940	121			178	1171	365			310	1152	141			92	981	312		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	196	940	121			178	1171	365			310	1152	141			92	981	312		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95		
Lanes:	2.00	3.00	1.00			2.00	3.00	1.00			2.00	2.00	1.00			2.00	3.00	1.00		
Final Sat.:	3200	5400	1800			3200	5400	1800			3200	3600	1800			3200	5400	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.17	0.07			0.06	0.22	0.20			0.10	0.32	0.08			0.03	0.18	0.17		
Crit Moves:	****						****					****				****				
Green/Cycle:	0.09	0.31	0.31			0.10	0.32	0.32			0.18	0.48	0.48			0.04	0.34	0.34		
Volume/Cap:	0.67	0.55	0.21			0.55	0.67	0.63			0.54	0.67	0.16			0.67	0.54	0.51		
Delay/Veh:	58.8	34.6	30.5			53.5	36.2	36.7			45.6	25.3	18.0			68.9	32.4	32.5		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	58.8	34.6	30.5			53.5	36.2	36.7			45.6	25.3	18.0			68.9	32.4	32.5		
LOS by Move:	E		C		C	D		D		D	C		B		E	C		C		
HCM2kAvgQ:	5		10		3	4		14		12	7		18		3	3		10		10

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

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

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 20-1

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 30.2
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	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: >> Count Date: 14 Apr 2005 << 1200-1300																				
Base Vol:	36	599	55			38	528	122			788	355	80			144	95	64		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	37	617	57			39	544	126			812	366	82			148	98	66		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	8	0			0	7	0			0	1028	0			0	909	0		
Initial Fut:	37	625	57			39	551	126			812	1394	82			148	1007	66		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	37	625	57			39	551	126			812	1394	82			148	1007	66		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	37	625	57			39	551	126			812	1394	82			148	1007	66		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	37	625	57			39	551	126			812	1394	82			148	1007	66		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.89	0.95	0.95			0.95	0.95	0.95			0.89	0.95	0.95		
Lanes:	1.00	2.00	1.00			1.00	1.63	0.37			2.00	2.00	1.00			1.00	2.00	1.00		
Final Sat.:	1700	3600	1800			1700	2931	669			3200	3600	1800			1700	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.17	0.03			0.02	0.19	0.19			0.25	0.39	0.05			0.09	0.28	0.04		
Crit Moves:							****				****						****			
Green/Cycle:	0.24	0.24	0.24			0.24	0.24	0.24			0.32	0.56	0.56			0.13	0.36	0.36		
Volume/Cap:	0.09	0.72	0.13			0.10	0.78	0.78			0.78	0.70	0.08			0.70	0.78	0.10		
Delay/Veh:	29.6	38.0	30.0			29.7	40.3	40.3			34.6	17.2	10.4			51.7	32.0	21.5		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	29.6	38.0	30.0			29.7	40.3	40.3			34.6	17.2	10.4			51.7	32.0	21.5		
LOS by Move:	C		D		C	C		D		D	C		B		B	D		C		C
HCM2kAvgQ:	1		11		1	1		12		12	15		17		1	6		16		1

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

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

EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 21-1

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

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 33.5
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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: >> Count Date: 13 Apr 2005 << 1200-1300																								
Base Vol:	45	799	66				39	844	122				828	355	79				153	93	64			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	46	823	68				40	870	126				853	366	81				158	96	66			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	146	0				0	195	0				0	1028	0				0	909	0			
Initial Fut:	46	969	68				40	1065	126				853	1394	81				158	1005	66			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	46	969	68				40	1065	126				853	1394	81				158	1005	66			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	46	969	68				40	1065	126				853	1394	81				158	1005	66			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	46	969	68				40	1065	126				853	1394	81				158	1005	66			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.68	0.32				2.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	3600	1800				1700	4830	570				3200	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.27	0.04				0.02	0.22	0.22				0.27	0.39	0.05				0.09	0.28	0.04			
Crit Moves:		****											****							****				
Green/Cycle:	0.31	0.31	0.31				0.31	0.31	0.31				0.31	0.51	0.51				0.12	0.32	0.32			
Volume/Cap:	0.09	0.87	0.12				0.08	0.71	0.71				0.87	0.76	0.09				0.76	0.87	0.11			
Delay/Veh:	24.5	39.9	24.8				24.4	31.9	31.9				40.9	21.7	12.7				57.8	39.0	23.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	24.5	39.9	24.8				24.4	31.9	31.9				40.9	21.7	12.7				57.8	39.0	23.9			
LOS by Move:	C	D	C				C	C	C				D	C	B				E	D	C			
HCM2kAvgQ:	1	18	2				1	13	13				18	19	1				7	18	1			

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 22-1

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

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						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	0	1	0	
Volume Module: >> Count Date: 13 Apr 2000 << 1300-1400																								
Base Vol:	75	1000	22				27	833	42				60	31	35				14	60	29			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	77	1030	23				28	858	43				62	32	36				14	62	30			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	144	0				0	193	0				0	0	0				0	0	0			
Initial Fut:	77	1174	23				28	1051	43				62	32	36				14	62	30			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	77	1174	23				28	1051	43				62	32	36				14	62	30			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	77	1174	23				28	1051	43				62	32	36				14	62	30			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	77	1174	23				28	1051	43				62	32	36				14	62	30			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
Lanes:	1.00	2.00	1.00				1.00	2.00	1.00				0.95	0.49	0.56				0.27	1.17	0.56			
Final Sat.:	1700	3600	1800				1700	3600	1800				1714	886	1000				489	2097	1014			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.33	0.01				0.02	0.29	0.02				0.04	0.04	0.04				0.03	0.03	0.03			
Crit Moves:		****												****										
Green/Cycle:	0.86	0.86	0.86				0.86	0.86	0.86				0.10	0.10	0.10				0.10	0.10	0.10			
Volume/Cap:	0.05	0.38	0.01				0.02	0.34	0.03				0.38	0.38	0.38				0.31	0.31	0.31			
Delay/Veh:	1.0	1.4	0.9				0.9	1.4	0.9				43.1	43.1	43.1				42.7	42.7	42.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	1.0	1.4	0.9				0.9	1.4	0.9				43.1	43.1	43.1				42.7	42.7	42.7			
LOS by Move:	A	A	A				A	A	A				D	D	D				D	D	D			
HCM2kAvgQ:	0	4	0				0	3	0				2	2	2				2	2	2			

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

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EXWP-MID WKDAY Fri Jul 25, 2008 09:16:34 Page 23-1

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			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: >> Count Date: 12 Apr 2005 << 1245-1345																								
Base Vol:	166		810		173		265		640		182		296		1109		93		303		1147		288	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	171		835		178		273		659		188		305		1143		96		312		1182		297	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	4		134		0		0		184		9		10		56		5		0		62		0	
Initial Fut:	175		969		178		273		843		197		315		1199		101		312		1244		297	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	175		969		178		273		843		197		315		1199		101		312		1244		297	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	175		969		178		273		843		197		315		1199		101		312		1244		297	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	175		969		178		273		843		197		315		1199		101		312		1244		297	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.95		0.95		0.89		0.95		0.95		0.84		0.95		0.95		0.84		0.95		0.95	
Lanes:	1.00		3.00		1.00		1.00		3.00		1.00		2.00		2.77		0.23		2.00		2.42		0.58	
Final Sat.:	1700		5400		1800		1700		5400		1800		3200		4981		419		3200		4360		1040	
Capacity Analysis Module:																								
Vol/Sat:	0.10		0.18		0.10		0.16		0.16		0.11		0.10		0.24		0.24		0.10		0.29		0.29	
Crit Moves:			****				****						****								****			
Green/Cycle:	0.17		0.23		0.37		0.21		0.26		0.39		0.13		0.35		0.35		0.14		0.37		0.37	
Volume/Cap:	0.59		0.78		0.26		0.78		0.59		0.28		0.78		0.68		0.68		0.68		0.78		0.78	
Delay/Veh:	48.8		46.3		26.3		55.3		39.2		25.2		59.8		34.2		34.2		53.1		35.5		35.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	48.8		46.3		26.3		55.3		39.2		25.2		59.8		34.2		34.2		53.1		35.5		35.5	
LOS by Move:	D		D		C		E		D		C		E		C		C		D		D		D	
HCM2kAvgQ:	7		13		5		12		10		5		9		15		15		8		19		19	

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

Weekday PM Peak Hour

EXWP-PM Fri Jul 25, 2008 09:16:16 Page 3-1

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

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.3
Optimal Cycle: 151 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: >> Count Date: 22 Mar 2005 << 1630-1730												
Base Vol:	268	853	179	264	919	144	173	912	226	270	992	324
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	276	879	184	272	947	148	178	940	233	278	1022	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	8	129	0	0	132	0	0	78	10	0	52	0
Initial Fut:	284	1008	184	272	1079	148	178	1018	243	278	1074	334
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	1008	184	272	1079	148	178	1018	243	278	1074	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1008	184	272	1079	148	178	1018	243	278	1074	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1008	184	272	1079	148	178	1018	243	278	1074	334
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.10	0.16	0.30	0.08	0.10	0.28	0.13	0.16	0.30	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.29	0.29	0.17	0.36	0.36	0.12	0.30	0.30	0.17	0.35	0.35
Volume/Cap:	0.84	0.95	0.35	0.95	0.84	0.23	0.86	0.95	0.45	0.95	0.86	0.53
Delay/Veh:	69.3	58.3	33.6	89.0	40.4	27.2	79.7	58.0	34.8	88.2	42.5	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.3	58.3	33.6	89.0	40.4	27.2	79.7	58.0	34.8	88.2	42.5	32.2
LOS by Move:	E	E	C	F	D	C	E	E	C	F	D	C
HCM2kAvgQ:	9	24	6	15	21	4	10	24	8	16	22	11

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

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

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 45.4
Optimal Cycle: 142 Level Of Service: D

Approach:	North Bound			South 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: >> Count Date: 5 Apr 2005 << 1630-1730												
Base Vol:	241	1740	196	131	1557	440	560	1107	153	167	996	71
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	248	1793	202	135	1604	453	577	1141	158	172	1026	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	24	606	69	4	628	0	0	140	0	76	158	0
Initial Fut:	272	2399	271	139	2232	453	577	1281	158	248	1184	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	2399	271	139	2232	453	577	1281	158	248	1184	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	2399	271	139	2232	453	577	1281	158	248	1184	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	2399	271	139	2232	453	577	1281	158	248	1184	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.97	0.95	0.95	0.84	0.91	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	5529	4808	592	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.46	0.15	0.04	0.43	0.25	0.10	0.27	0.27	0.08	0.23	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.50	0.59	0.05	0.46	0.57	0.12	0.28	0.28	0.08	0.25	0.25
Volume/Cap:	0.94	0.92	0.26	0.92	0.94	0.44	0.91	0.94	0.94	0.94	0.91	0.16
Delay/Veh:	90.6	33.6	12.3	107.0	38.8	14.8	69.2	53.2	53.2	93.4	52.9	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.6	33.6	12.3	107.0	38.8	14.8	69.2	53.2	53.2	93.4	52.9	35.2
LOS by Move:	F	C	B	F	D	B	E	D	D	F	D	D
HCM2kAvgQ:	9	34	5	6	33	10	10	23	23	9	19	2

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

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

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 144 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			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: >> Count Date: 13 Apr 2005 << 1700-1800												
Base Vol:	47	1907	258	83	1800	20	42	19	51	130	5	92
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	48	1965	266	86	1855	21	43	20	53	134	5	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	651	0	0	713	0	24	1028	24	25	1064	25
Initial Fut:	48	2616	266	86	2568	21	67	1048	77	159	1069	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	2616	266	86	2568	21	67	1048	77	159	1069	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2616	266	86	2568	21	67	1048	77	159	1069	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2616	266	86	2568	21	67	1048	77	159	1069	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.72	0.28	1.00	2.98	0.02	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	4902	498	1700	5357	43	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.53	0.53	0.05	0.48	0.48	0.04	0.29	0.04	0.09	0.30	0.07
Crit Moves:		****		****							****	
Green/Cycle:	0.03	0.56	0.56	0.05	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.83	0.96	0.96	0.96	0.83	0.83	0.13	0.94	0.14	0.30	0.96	0.21
Delay/Veh:	109.9	29.7	29.7	128.2	19.3	19.3	24.9	48.1	25.0	26.6	51.5	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.9	29.7	29.7	128.2	19.3	19.3	24.9	48.1	25.0	26.6	51.5	25.7
LOS by Move:	F	C	C	F	B	B	C	D	C	C	D	C
HCM2kAvgQ:	4	36	36	6	25	25	2	21	2	4	22	3

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

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

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.918
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.8
Optimal Cycle: 120 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module: >> Count Date: 19 Apr 2005 << 1645-1745												
Base Vol:	234	1480	195	238	1662	174	155	1260	138	168	1297	91
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	241	1525	201	245	1712	179	160	1298	142	173	1336	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	361	27	292	413	137	49	12	0	51	12	157
Initial Fut:	241	1886	228	537	2125	316	209	1310	142	224	1348	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	1886	228	537	2125	316	209	1310	142	224	1348	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	1886	228	537	2125	316	209	1310	142	224	1348	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	1886	228	537	2125	316	209	1310	142	224	1348	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	5187	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.13	0.17	0.41	0.18	0.07	0.25	0.08	0.07	0.26	0.14
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.40	0.40	0.18	0.49	0.49	0.07	0.28	0.28	0.08	0.28	0.28
Volume/Cap:	0.84	0.92	0.32	0.92	0.84	0.36	0.92	0.91	0.28	0.91	0.92	0.49
Delay/Veh:	72.7	41.5	25.3	67.7	29.1	19.3	93.3	50.9	34.3	89.4	51.1	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	41.5	25.3	67.7	29.1	19.3	93.3	50.9	34.3	89.4	51.1	36.6
LOS by Move:	E	D	C	E	C	B	F	D	C	F	D	D
HCM2kAvgQ:	8	28	6	15	27	7	7	21	4	8	22	8

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

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

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.998
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Ignore					Ovl					Ovl					Ovl				
Min. Green:	0		0		0	0		0		0	0		0		0	0		0		0
Lanes:	1	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module: >> Count Date: 21 Apr 2005 << 1630-1730																				
Base Vol:	95	1095	982			405	1748	229			671	951	70			503	753	250		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	98	1128	1012			417	1801	236			691	980	72			518	776	258		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	6	365	2			5	446	12			10	9	5			1	10	3		
Initial Fut:	104	1493	1014			422	2247	248			701	989	77			519	786	261		
User Adj:	1.00	1.00	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:	104	1493	0			422	2247	248			701	989	77			519	786	261		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	104	1493	0			422	2247	248			701	989	77			519	786	261		
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:	104	1493	0			422	2247	248			701	989	77			519	786	261		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.91	0.95			0.84	0.91	0.95			0.84	0.91	0.95			0.84	0.95	0.95		
Lanes:	1.00	3.00	1.00			2.00	3.00	1.00			2.00	3.00	1.00			2.00	2.00	1.00		
Final Sat.:	1700	5187	1800			3200	5187	1800			3200	5187	1800			3200	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.29	0.00			0.13	0.43	0.14			0.22	0.19	0.04			0.16	0.22	0.14		
Crit Moves:	****						****				****						****			
Green/Cycle:	0.06	0.34	0.00			0.16	0.43	0.65			0.22	0.24	0.30			0.20	0.22	0.37		
Volume/Cap:	1.00	0.85	0.00			0.85	1.00	0.21			1.00	0.81	0.14			0.81	1.00	0.39		
Delay/Veh:	144.0	40.8	0.0			62.1	52.5	8.4			80.3	47.2	31.0			53.0	78.5	27.8		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	144.0	40.8	0.0			62.1	52.5	8.4			80.3	47.2	31.0			53.0	78.5	27.8		
LOS by Move:	F		D		A		E	D		A		F	D		C		D	E		C
HCM2kAvgQ:	8		21		0		12	37		4		21	15		2		13	21		7

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

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

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Split Phase					Split Phase				
Rights:	Include					Include					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: >> Count Date: 19 Apr 2005 << 1700-1800																				
Base Vol:	283	1167	21			48	1930	302			427	39	148			48	18	64		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	292	1202	22			49	1988	311			440	40	152			49	19	66		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	373	0			0	452	0			0	0	0			0	0	0		
Initial Fut:	292	1575	22			49	2440	311			440	40	152			49	19	66		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	292	1575	22			49	2440	311			440	40	152			49	19	66		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	292	1575	22			49	2440	311			440	40	152			49	19	66		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	292	1575	22			49	2440	311			440	40	152			49	19	66		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.84	0.95	0.95			0.89	0.91	0.95			0.92	0.95	0.95			0.91	0.95	0.95		
Lanes:	2.00	2.96	0.04			1.00	3.00	1.00			1.84	0.16	1.00			1.47	0.53	1.00		
Final Sat.:	3200	5327	73			1700	5187	1800			3207	293	1800			2545	954	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.30	0.30			0.03	0.47	0.17			0.14	0.14	0.08			0.02	0.02	0.04		
Crit Moves:	****						****				****							****		
Green/Cycle:	0.12	0.65	0.65			0.06	0.60	0.60			0.17	0.17	0.29			0.05	0.05	0.05		
Volume/Cap:	0.79	0.46	0.46			0.46	0.79	0.29			0.79	0.79	0.29			0.42	0.42	0.79		
Delay/Veh:	62.4	10.6	10.6			57.2	19.8	11.9			54.2	54.2	33.4			57.4	57.4	94.6		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	62.4	10.6	10.6			57.2	19.8	11.9			54.2	54.2	33.4			57.4	57.4	94.6		
LOS by Move:	E		B		B		E	B		B		D	D		C		E	E		F
HCM2kAvgQ:	8		10		10		3	26		6		11	11		5		2	2		4

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

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

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.970
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Ovl						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: >> Count Date: 19 Apr 2005 << 1630-1730																								
Base Vol:	74	743	449				709	986	145				389	1123	72				403	1330	286			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	76	766	463				730	1016	149				401	1157	74				415	1370	295			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	44	339	42				11	415	26				28	95	45				40	91	6			
Initial Fut:	120	1105	505				741	1431	175				429	1252	119				455	1461	301			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	120	1105	505				741	1431	175				429	1252	119				455	1461	301			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	120	1105	505				741	1431	175				429	1252	119				455	1461	301			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	120	1105	505				741	1431	175				429	1252	119				455	1461	301			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.91	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.00	1.00				2.00	2.67	0.33				2.00	2.74	0.26				2.00	2.49	0.51			
Final Sat.:	1700	5187	1800				3200	4810	590				3200	4931	469				3200	4479	921			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.21	0.28				0.23	0.30	0.30				0.13	0.25	0.25				0.14	0.33	0.33			
Crit Moves:		****					****						****							****				
Green/Cycle:	0.09	0.22	0.39				0.24	0.37	0.37				0.14	0.30	0.30				0.17	0.34	0.34			
Volume/Cap:	0.80	0.97	0.72				0.97	0.80	0.80				0.97	0.83	0.83				0.83	0.97	0.97			
Delay/Veh:	79.6	66.1	34.6				70.4	36.3	36.3				86.3	42.8	42.8				58.8	53.8	53.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	79.6	66.1	34.6				70.4	36.3	36.3				86.3	42.8	42.8				58.8	53.8	53.8			
LOS by Move:	E	E	C				E	D	D				F	D	D				E	D	D			
HCM2kAvgQ:	7	20	17				21	20	20				14	19	19				12	28	28			

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

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

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 47.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Ovl					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	1	0	3	1	0		2	0	3	1	0		2	0	3	0	1		2	0	2	0	1	
Volume Module: >> Count Date: 29 Mar 2005 << 1645-1745																								
Base Vol:	152	1993	102				134	2028	100				259	410	100				260	669	197			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	157	2053	105				138	2089	103				267	422	103				268	689	203			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	160	0				0	229	65				0	822	0				0	706	122			
Initial Fut:	157	2213	105				138	2318	168				267	1244	103				268	1395	325			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	157	2213	105				138	2318	168				267	1244	103				268	1395	325			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	157	2213	105				138	2318	168				267	1244	103				268	1395	325			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	157	2213	105				138	2318	168				267	1244	103				268	1395	325			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.92	0.95				0.84	0.92	0.95				0.84	0.91	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.82	0.18				2.00	3.74	0.26				2.00	3.00	1.00				2.00	2.00	1.00			
Final Sat.:	1700	6670	317				3200	6514	472				3200	5187	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.33	0.33				0.04	0.36	0.36				0.08	0.24	0.06				0.08	0.39	0.18			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.09	0.40	0.40				0.05	0.36	0.36				0.08	0.35	0.35				0.12	0.39	0.45			
Volume/Cap:	0.98	0.82	0.82				0.82	0.98	0.98				0.98	0.68	0.16				0.68	0.98	0.40			
Delay/Veh:	120.9	34.1	34.1				83.3	52.4	52.4				105.1	33.9	26.6				54.9	56.2	22.8			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	120.9	34.1	34.1				83.3	52.4	52.4				105.1	33.9	26.6				54.9	56.2	22.8			
LOS by Move:	F	C	C				F	D	D				F	C	C				D	E	C			
HCM2kAvgQ:	10	23	23				5	31	31				10	15	3				7	33	8			

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

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

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 46.5
Optimal Cycle: 124 Level Of Service: D

Approach:	North Bound			South Bound			East 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: >> Count Date: 24 Mar 2005 << 1700-1800												
Base Vol:	393	1689	200	315	1964	128	515	903	253	401	1057	156
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	405	1740	206	325	2024	132	531	930	261	413	1089	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	197	144	91	9	206	10	8	42	152	129	13	9
Initial Fut:	602	1884	297	334	2230	142	539	972	413	542	1102	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	602	1884	297	334	2230	142	539	972	413	542	1102	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	602	1884	297	334	2230	142	539	972	413	542	1102	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	602	1884	297	334	2230	142	539	972	413	542	1102	170
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.91	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	6916	1800	3200	6916	1800	3200	6916	1800	3200	6916	1800
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.17	0.10	0.32	0.08	0.17	0.14	0.23	0.17	0.16	0.09
Crit Moves:	****				****		****				****	
Green/Cycle:	0.21	0.40	0.40	0.15	0.35	0.35	0.18	0.16	0.37	0.20	0.17	0.17
Volume/Cap:	0.91	0.67	0.41	0.67	0.91	0.22	0.91	0.87	0.62	0.87	0.91	0.54
Delay/Veh:	64.0	30.0	25.9	51.6	43.0	27.5	66.9	56.2	32.9	58.8	59.4	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	30.0	25.9	51.6	43.0	27.5	66.9	56.2	32.9	58.8	59.4	47.1
LOS by Move:	E	C	C	D	D	C	E	E	C	E	E	D
HCM2kAvgQ:	17	16	8	8	25	4	15	12	13	14	15	7

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

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

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.882
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 42.6
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			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: >> Count Date: 24 Mar 2005 << 1700-1800												
Base Vol:	155	1890	168	978	2118	58	181	507	58	374	593	282
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	160	1947	173	1008	2182	60	186	522	60	385	611	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	30	117	79	281	154	3	4	190	14	81	191	290
Initial Fut:	190	2064	252	1289	2336	63	190	712	74	466	802	581
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	2064	252	1289	2336	63	190	712	74	466	802	581
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	2064	252	1289	2336	63	190	712	74	466	802	581
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2064	252	1289	2336	63	190	712	74	466	802	581
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.91	0.95	0.97	0.92	0.95	0.89	0.95	0.95	0.84	0.91	0.95
Lanes:	1.00	4.00	1.00	3.00	3.90	0.10	1.00	2.72	0.28	2.00	3.00	1.00
Final Sat.:	1700	6916	1800	5529	6804	183	1700	4893	507	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.14	0.23	0.34	0.34	0.11	0.15	0.15	0.15	0.15	0.32
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.34	0.34	0.26	0.46	0.46	0.14	0.17	0.17	0.17	0.19	0.46
Volume/Cap:	0.75	0.88	0.41	0.88	0.75	0.75	0.81	0.88	0.88	0.88	0.81	0.71
Delay/Veh:	61.3	41.7	31.0	49.0	28.2	28.2	68.3	59.2	59.2	64.8	51.3	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	41.7	31.0	49.0	28.2	28.2	68.3	59.2	59.2	64.8	51.3	29.1
LOS by Move:	E	D	C	D	C	C	E	E	E	E	D	C
HCM2kAvgQ:	9	23	8	19	21	21	10	13	13	13	12	19

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

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

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 40.5
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:	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: >> Count Date: 22 Mar 2005 << 1630-1730												
Base Vol:	226	1636	795	295	1668	282	347	900	117	645	1035	194
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	233	1686	819	304	1719	291	358	927	121	665	1066	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	185	4	24	205	17	17	56	0	3	39	15
Initial Fut:	233	1871	823	328	1924	308	375	983	121	668	1105	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	1871	823	328	1924	308	375	983	121	668	1105	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1871	823	328	1924	308	375	983	121	668	1105	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1871	823	328	1924	308	375	983	121	668	1105	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.97	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.67	0.33	3.00	2.51	0.49
Final Sat.:	3200	6916	1800	3200	6916	1800	3200	4810	590	5529	4521	879
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.46	0.10	0.28	0.17	0.12	0.20	0.20	0.12	0.24	0.24
Crit Moves:			****	****			****				****	
Green/Cycle:	0.10	0.39	0.54	0.12	0.40	0.40	0.13	0.26	0.26	0.15	0.28	0.28
Volume/Cap:	0.70	0.70	0.85	0.87	0.70	0.43	0.87	0.79	0.79	0.79	0.87	0.87
Delay/Veh:	58.3	31.9	30.6	71.7	30.9	26.6	68.6	44.3	44.3	53.7	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	31.9	30.6	71.7	30.9	26.6	68.6	44.3	44.3	53.7	47.1	47.1
LOS by Move:	E	C	C	E	C	C	E	D	D	D	D	D
HCM2kAvgQ:	6	17	29	10	17	9	11	15	15	10	19	19

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

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

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 41.6
Optimal Cycle: 104 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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: >> Count Date: 11 May 2005 << 1700-1800												
Base Vol:	211	2116	100	422	1863	123	111	501	121	233	661	637
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	217	2180	103	435	1919	127	114	516	125	240	681	656
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	1	188	0	0	208	0	0	10	1	0	8	0
Initial Fut:	218	2368	103	435	2127	127	114	526	126	240	689	656
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	2368	103	435	2127	127	114	526	126	240	689	656
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2368	103	435	2127	127	114	526	126	240	689	656
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	2368	103	435	2127	127	114	526	126	240	689	656
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.95	0.84	0.91	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	3.84	0.16	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	6695	291	3200	5187	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.14	0.41	0.07	0.07	0.15	0.07	0.14	0.19	0.36
Crit Moves:	****				****		****					****
Green/Cycle:	0.14	0.44	0.44	0.17	0.46	0.46	0.08	0.17	0.17	0.16	0.26	0.42
Volume/Cap:	0.89	0.81	0.81	0.81	0.89	0.15	0.89	0.87	0.41	0.87	0.75	0.86
Delay/Veh:	81.7	31.4	31.4	57.4	34.6	19.0	103.8	61.3	45.5	73.0	44.5	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.7	31.4	31.4	57.4	34.6	19.0	103.8	61.3	45.5	73.0	44.5	41.4
LOS by Move:	F	C	C	E	C	B	F	E	D	E	D	D
HCM2kAvgQ:	12	23	23	11	30	3	7	13	5	12	14	26

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

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

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): 45.5
Optimal Cycle: 101 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	1	0	2	0 3	0	1	1	0 3	0	1	1	0 3	0	1
Volume Module: >> Count Date: 28 Apr 2005 << 1700-1800																
Base Vol:	297	943	58		347	1324	463		243	830	270		236	1030	292	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	306	972	60		358	1364	477		250	855	278		243	1061	301	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	189	0		0	209	0		0	124	0		0	122	0	
Initial Fut:	306	1161	60		358	1573	477		250	979	278		243	1183	301	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	306	1161	60		358	1573	477		250	979	278		243	1183	301	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	306	1161	60		358	1573	477		250	979	278		243	1183	301	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	306	1161	60		358	1573	477		250	979	278		243	1183	301	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.84	0.95	0.95		0.84	0.91	0.95		0.89	0.91	0.95		0.89	0.91	0.95	
Lanes:	2.00	2.85	0.15		2.00	3.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3200	5136	264		3200	5187	1800		1700	5187	1800		1700	5187	1800	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.23	0.23		0.11	0.30	0.27		0.15	0.19	0.15		0.14	0.23	0.17	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.11	0.31	0.31		0.15	0.35	0.35		0.17	0.25	0.25		0.19	0.27	0.27	
Volume/Cap:	0.86	0.73	0.73		0.73	0.86	0.75		0.86	0.76	0.62		0.76	0.86	0.63	
Delay/Veh:	71.1	38.5	38.5		53.9	40.5	39.3		70.3	44.5	42.8		56.3	47.7	41.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	71.1	38.5	38.5		53.9	40.5	39.3		70.3	44.5	42.8		56.3	47.7	41.6	
LOS by Move:	E	D	D		D	D	D		E	D	D		E	D	D	
HCM2kAvgQ:	9	15	15		9	22	17		13	14	10		11	18	11	

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

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

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 31.1
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Permitted				Permitted				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	2	0 2	0	1	1	0 2	0	1
Volume Module: >> Count Date: 24 Mar 2005 << 1645-1745																
Base Vol:	51	91	23		284	105	666		436	695	20		56	706	162	
Growth Adj:	1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03	
Initial Bse:	53	94	24		293	108	686		449	716	21		58	727	167	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
APPRVD PROJ:	0	0	0		0	0	0		0	70	0		0	79	0	
Initial Fut:	53	94	24		293	108	686		449	786	21		58	806	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	53	94	24		293	108	686		449	786	21		58	806	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	53	94	24		293	108	686		449	786	21		58	806	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	53	94	24		293	108	686		449	786	21		58	806	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.95	0.95	0.95		0.84	0.95	0.95		0.89	0.95	0.95	
Lanes:	0.36	0.64	1.00		0.73	0.27	1.00		2.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	646	1154	1800		1314	486	1800		3200	3600	1800		1700	3600	1800	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.01		0.22	0.22	0.38		0.14	0.22	0.01		0.03	0.22	0.09	
Crit Moves:							****		****					****		
Green/Cycle:	0.47	0.47	0.47		0.47	0.47	0.47		0.17	0.39	0.39		0.06	0.28	0.28	
Volume/Cap:	0.17	0.17	0.03		0.47	0.47	0.81		0.81	0.56	0.03		0.56	0.81	0.34	
Delay/Veh:	15.4	15.4	14.2		18.5	18.5	28.6		48.5	24.4	18.9		52.6	38.8	29.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.4	15.4	14.2		18.5	18.5	28.6		48.5	24.4	18.9		52.6	38.8	29.3	
LOS by Move:	B	B	B		B	B	C		D	C	B		D	D	C	
HCM2kAvgQ:	3	3	0		9	9	21		10	10	0		3	14	4	

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

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

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 50.6
Optimal Cycle: 122 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	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		1	0	2	0	1		1	0	2	0	1	
Volume Module: >> Count Date: 7 Apr 2005 << 1700-1800																								
Base Vol:	326	892	298				430	841	116				301	893	312				194	856	163			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	336	919	307				443	866	120				310	920	321				200	882	168			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	131	0				0	171	0				0	3	0				0	5	0			
Initial Fut:	336	1050	307				443	1037	120				310	923	321				200	887	168			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	336	1050	307				443	1037	120				310	923	321				200	887	168			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	336	1050	307				443	1037	120				310	923	321				200	887	168			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	336	1050	307				443	1037	120				310	923	321				200	887	168			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	2.00	2.00	1.00				2.00	2.00	1.00				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	3200	3600	1800				3200	3600	1800				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.10	0.29	0.17				0.14	0.29	0.07				0.18	0.26	0.18				0.12	0.25	0.09			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.12	0.32	0.32				0.15	0.34	0.34				0.20	0.32	0.32				0.15	0.27	0.27			
Volume/Cap:	0.84	0.92	0.54				0.92	0.84	0.19				0.92	0.80	0.56				0.80	0.92	0.35			
Delay/Veh:	66.1	51.4	34.8				73.2	41.8	27.9				76.7	41.5	35.1				66.4	56.3	35.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	66.1	51.4	34.8				73.2	41.8	27.9				76.7	41.5	35.1				66.4	56.3	35.9			
LOS by Move:	E	D	C				E	D	C				E	D	D				E	E	D			
HCM2kAvgQ:	10	24	10				13	21	3				16	18	11				10	21	5			

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

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

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 48.9
Optimal Cycle: 166 Level Of Service: D

Approach:	North Bound						South 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: >> Count Date: 5 Apr 2005 << 1645-1745																								
Base Vol:	56	1077	578				80	1201	160				264	899	73				520	1023	78			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	58	1110	596				82	1237	165				272	926	75				536	1054	80			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	129	0				71	81	158				157	67	0				0	80	78			
Initial Fut:	58	1239	596				153	1318	323				429	993	75				536	1134	158			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	58	1239	596				153	1318	323				429	993	75				536	1134	158			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	58	1239	596				153	1318	323				429	993	75				536	1134	158			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	58	1239	596				153	1318	323				429	993	75				536	1134	158			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.91	0.95				0.89	0.91	0.95				0.89	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.00	1.00				1.00	3.00	1.00				1.00	2.79	0.21				2.00	2.00	1.00			
Final Sat.:	1700	5187	1800				1700	5187	1800				1700	5020	380				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.03	0.24	0.33				0.09	0.25	0.18				0.25	0.20	0.20				0.17	0.31	0.09			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.04	0.25	0.52				0.09	0.30	0.30				0.26	0.32	0.32				0.27	0.33	0.33			
Volume/Cap:	0.84	0.96	0.64				0.96	0.84	0.59				0.96	0.62	0.62				0.62	0.96	0.27			
Delay/Veh:	114.6	61.0	22.2				113.4	43.4	37.4				76.1	35.3	35.3				39.7	57.0	30.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	114.6	61.0	22.2				113.4	43.4	37.4				76.1	35.3	35.3				39.7	57.0	30.0			
LOS by Move:	F	E	C				F	D	D				E	D	D				D	E	C			
HCM2kAvgQ:	4	21	17				10	19	11				22	12	12				11	27	4			

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

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

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

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	3 0	1
Volume Module: >> Count Date: 23 Mar 2005 << 1700-1800												
Base Vol:	265	1451	9	152	1525	588	449	216	52	15	646	126
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	273	1495	9	157	1571	606	463	223	54	15	666	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	32	0	183	81	0	0	0	764	58	139	796	129
Initial Fut:	305	1495	192	238	1571	606	463	987	112	154	1462	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	1495	192	238	1571	606	463	987	112	154	1462	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1495	192	238	1571	606	463	987	112	154	1462	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	1495	192	238	1571	606	463	987	112	154	1462	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.91	0.95	0.84	0.91	0.95	0.84	0.95	0.95	0.84	0.91	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5187	1800	3200	5187	1800	3200	3600	1800	3200	5187	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.11	0.07	0.30	0.34	0.14	0.27	0.06	0.05	0.28	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.37	0.37	0.10	0.37	0.37	0.16	0.39	0.39	0.07	0.31	0.31
Volume/Cap:	0.92	0.77	0.29	0.77	0.83	0.92	0.92	0.70	0.16	0.70	0.92	0.47
Delay/Veh:	83.0	35.1	26.6	64.3	37.8	54.5	71.9	31.9	23.6	63.8	49.2	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	35.1	26.6	64.3	37.8	54.5	71.9	31.9	23.6	63.8	49.2	34.3
LOS by Move:	F	D	C	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	10	19	5	7	21	26	14	17	3	5	23	8

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

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

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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: >> Count Date: 14 Apr 2005 << 1645-1745												
Base Vol:	60	785	34	61	533	131	249	48	144	26	26	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	62	809	35	63	549	135	257	49	148	27	27	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	0	0	12	0	0	1028	0	0	1064	0
Initial Fut:	62	815	35	63	561	135	257	1077	148	27	1091	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	815	35	63	561	135	257	1077	148	27	1091	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	815	35	63	561	135	257	1077	148	27	1091	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	815	35	63	561	135	257	1077	148	27	1091	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	2902	698	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.02	0.04	0.19	0.19	0.08	0.30	0.08	0.02	0.30	0.02
Crit Moves:		****					****				****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.12	0.55	0.55	0.03	0.46	0.46
Volume/Cap:	0.11	0.66	0.06	0.11	0.57	0.57	0.66	0.54	0.15	0.54	0.66	0.04
Delay/Veh:	22.6	29.4	22.1	22.6	27.5	27.5	46.3	14.8	11.1	60.0	22.1	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	29.4	22.1	22.6	27.5	27.5	46.3	14.8	11.1	60.0	22.1	15.0
LOS by Move:	C	C	C	C	C	C	D	B	B	E	C	B
HCM2kAvgQ:	1	12	1	1	10	10	6	11	2	2	14	1

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

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

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 33.1
Optimal Cycle: 114 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	1 0	2	0 2	0 1	1	0 2	0 1
Volume Module: >> Count Date: 13 Apr 2005 << 1645-1745												
Base Vol:	70	1071	43	77	1511	298	417	45	95	26	17	35
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	72	1103	44	79	1557	307	430	46	98	27	18	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	291	0	0	508	0	0	1028	0	0	1064	0
Initial Fut:	72	1394	44	79	2065	307	430	1074	98	27	1082	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1394	44	79	2065	307	430	1074	98	27	1082	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1394	44	79	2065	307	430	1074	98	27	1082	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1394	44	79	2065	307	430	1074	98	27	1082	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.61	0.39	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	4701	699	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.02	0.05	0.44	0.44	0.13	0.30	0.05	0.02	0.30	0.02
Crit Moves:					****		****				****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.14	0.44	0.44	0.02	0.32	0.32
Volume/Cap:	0.09	0.82	0.05	0.10	0.93	0.93	0.93	0.67	0.12	0.67	0.93	0.06
Delay/Veh:	14.6	26.0	14.3	14.7	31.6	31.6	67.6	23.2	16.4	85.1	45.6	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	26.0	14.3	14.7	31.6	31.6	67.6	23.2	16.4	85.1	45.6	23.4
LOS by Move:	B	C	B	B	C	C	E	C	B	F	D	C
HCM2kAvgQ:	1	21	1	1	29	29	12	14	2	2	22	1

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

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

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 28.6
Optimal Cycle: 122 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	0	1 0	1 0	0	1 0	1 0
Volume Module: >> Count Date: 13 Apr 2005 << 1700-1800												
Base Vol:	53	1044	57	93	1627	95	106	886	51	52	932	42
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	55	1076	59	96	1676	98	109	913	53	54	960	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	291	0	0	506	0	0	0	0	0	0	0
Initial Fut:	55	1367	59	96	2182	98	109	913	53	54	960	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1367	59	96	2182	98	109	913	53	54	960	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1367	59	96	2182	98	109	913	53	54	960	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1367	59	96	2182	98	109	913	53	54	960	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.20	1.70	0.10	0.10	1.82	0.08
Final Sat.:	1700	3600	1800	1700	3600	1800	366	3058	176	182	3270	147
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.03	0.06	0.61	0.05	0.30	0.30	0.30	0.29	0.29	0.29
Crit Moves:					****			****				
Green/Cycle:	0.64	0.64	0.64	0.64	0.64	0.64	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.05	0.59	0.05	0.09	0.94	0.08	0.94	0.94	0.94	0.93	0.93	0.93
Delay/Veh:	6.6	10.7	6.6	6.8	24.8	6.8	48.2	48.2	48.2	45.8	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.6	10.7	6.6	6.8	24.8	6.8	48.2	48.2	48.2	45.8	45.8	45.8
LOS by Move:	A	B	A	A	C	A	D	D	D	D	D	D
HCM2kAvgQ:	1	13	1	1	37	1	22	22	22	21	21	21

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

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

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 54.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:			Ovl						Ovl						Include						Include			
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	3	0	1		1	0	3	0	1		2	0	2	1	0		2	0	2	1	0	
Volume Module: >> Count Date: 12 Apr 2005 << 1645-1745																								
Base Vol:	190		995		475		227		1414		225		288		1451		139		371		1257		210	
Growth Adj:	1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03		1.03	
Initial Bse:	196		1025		489		234		1457		232		297		1495		143		382		1295		216	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
APPRVD PROJ:	6		285		0		0		493		13		7		77		3		0		61		0	
Initial Fut:	202		1310		489		234		1950		245		304		1572		146		382		1356		216	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	202		1310		489		234		1950		245		304		1572		146		382		1356		216	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	202		1310		489		234		1950		245		304		1572		146		382		1356		216	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	202		1310		489		234		1950		245		304		1572		146		382		1356		216	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.89		0.91		0.95		0.89		0.91		0.95		0.84		0.95		0.95		0.84		0.95		0.95	
Lanes:	1.00		3.00		1.00		1.00		3.00		1.00		2.00		2.74		0.26		2.00		2.59		0.41	
Final Sat.:	1700		5187		1800		1700		5187		1800		3200		4940		460		3200		4657		743	
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.25		0.27		0.14		0.38		0.14		0.09		0.32		0.32		0.12		0.29		0.29	
Crit Moves:	****								****						****				****					
Green/Cycle:	0.12		0.32		0.44		0.17		0.38		0.48		0.11		0.32		0.32		0.12		0.33		0.33	
Volume/Cap:	1.00		0.79		0.62		0.79		1.00		0.28		0.88		1.00		1.00		1.00		0.88		0.88	
Delay/Veh:	115.8		39.7		27.3		60.5		57.5		18.7		75.0		62.3		62.3		98.5		43.4		43.4	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	115.8		39.7		27.3		60.5		57.5		18.7		75.0		62.3		62.3		98.5		43.4		43.4	
LOS by Move:	F		D		C		E		E		B		E		E		E		F		D		D	
HCM2kAvgQ:	13		18		15		11		33		6		9		29		29		13		22		22	

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

Weekend Mid-Day Peak Hour

EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 3-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #15 Anza Ave/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	45.1
Optimal Cycle:	107	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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: >> Count Date: 26 Mar 2005 << 1230-1330												
Base Vol:	206	739	214	268	637	93	112	935	167	233	866	300
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	212	761	220	276	656	96	115	963	172	240	892	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	17	129	0	0	132	0	0	76	17	0	53	0
Initial Fut:	229	890	220	276	788	96	115	1039	189	240	945	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	890	220	276	788	96	115	1039	189	240	945	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	890	220	276	788	96	115	1039	189	240	945	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	890	220	276	788	96	115	1039	189	240	945	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3600	1800	1700	3600	1800	1700	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.12	0.16	0.22	0.05	0.07	0.29	0.11	0.14	0.26	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.27	0.27	0.18	0.34	0.34	0.10	0.32	0.32	0.16	0.38	0.38
Volume/Cap:	0.64	0.90	0.45	0.90	0.64	0.16	0.69	0.90	0.33	0.90	0.69	0.45
Delay/Veh:	54.7	52.9	36.6	75.6	34.3	27.5	64.1	48.6	31.3	80.0	32.8	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.7	52.9	36.6	75.6	34.3	27.5	64.1	48.6	31.3	80.0	32.8	28.3
LOS by Move:	D	D	D	E	C	C	E	D	C	F	C	C
HCM2kAvgQ:	6	20	7	14	13	3	6	23	6	13	16	9

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 4-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #37 Crenshaw Blvd/190th St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	34.2
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: >> Count Date: 2 Apr 2005 << 1215-1315												
Base Vol:	53	637	183	209	981	404	407	435	113	245	975	283
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	55	656	189	215	1011	416	419	448	116	252	1005	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	24	585	69	4	569	0	0	140	0	76	158	0
Initial Fut:	79	1241	258	219	1580	416	419	588	116	328	1163	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1241	258	219	1580	416	419	588	116	328	1163	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1241	258	219	1580	416	419	588	116	328	1163	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	1241	258	219	1580	416	419	588	116	328	1163	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	4800	4508	892	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.14	0.07	0.29	0.23	0.09	0.13	0.13	0.10	0.22	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.04	0.36	0.56	0.11	0.43	0.56	0.13	0.25	0.25	0.20	0.32	0.32
Volume/Cap:	0.68	0.64	0.26	0.64	0.68	0.41	0.68	0.52	0.52	0.52	0.68	0.51
Delay/Veh:	71.8	32.5	13.8	55.2	28.1	15.3	52.8	39.1	39.1	43.9	36.6	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.8	32.5	13.8	55.2	28.1	15.3	52.8	39.1	39.1	43.9	36.6	34.0
LOS by Move:	E	C	B	E	C	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	5	6	17	9	7	8	8	7	14	9

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 5-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #38 Crenshaw Blvd/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Permitted						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: >> Count Date: 16 Apr 2005 << 1230-1330																								
Base Vol:	9	1319	103				18	1231	4				5	0	11				104	2	10			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	9	1359	106				19	1268	4				5	0	11				107	2	10			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	630	0				0	656	0				24	911	24				25	808	25			
Initial Fut:	9	1989	106				19	1924	4				29	911	35				132	810	35			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	9	1989	106				19	1924	4				29	911	35				132	810	35			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	9	1989	106				19	1924	4				29	911	35				132	810	35			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	9	1989	106				19	1924	4				29	911	35				132	810	35			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95				0.89	0.95	0.95			
Lanes:	1.00	2.85	0.15				1.00	2.99	0.01				1.00	2.00	1.00				1.00	2.00	1.00			
Final Sat.:	1700	5126	274				1700	5388	12				1700	3600	1800				1700	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.01	0.39	0.39				0.01	0.36	0.36				0.02	0.25	0.02				0.08	0.23	0.02			
Crit Moves:		****						****						****										
Green/Cycle:	0.01	0.55	0.55				0.02	0.55	0.55				0.36	0.36	0.36				0.36	0.36	0.36			
Volume/Cap:	0.64	0.71	0.71				0.71	0.64	0.64				0.05	0.71	0.05				0.22	0.63	0.05			
Delay/Veh:	120.2	17.5	17.5				111.5	15.9	15.9				21.1	29.5	21.1				22.6	27.7	21.1			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	120.2	17.5	17.5				111.5	15.9	15.9				21.1	29.5	21.1				22.6	27.7	21.1			
LOS by Move:	F		B		B		F		B		B		C		C		C		C		C		C	
HCM2kAvgQ:	1		17		17		2		15		15		1		14		1		3		11		1	

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

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

EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 6-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #41 Crenshaw Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	2	0	3	0	1		2	0	3	0	1		2	0	3	0	1		2	0	3	0	1	
Volume Module: >> Count Date: 23 Apr 2005 << 1215-1315																								
Base Vol:	209	1009	110				87	1088	138				118	599	74				123	860	54			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	215	1040	113				90	1121	142				122	617	76				127	886	56			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	333	27				295	368	137				54	14	0				51	14	152			
Initial Fut:	215	1373	140				385	1489	279				176	631	76				178	900	208			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	215	1373	140				385	1489	279				176	631	76				178	900	208			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	215	1373	140				385	1489	279				176	631	76				178	900	208			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	215	1373	140				385	1489	279				176	631	76				178	900	208			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	2.00	3.00	1.00				2.00	3.00	1.00				2.00	3.00	1.00				2.00	3.00	1.00			
Final Sat.:	3200	5400	1800				3200	5400	1800				3200	5400	1800				3200	5400	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.25	0.08				0.12	0.28	0.16				0.05	0.12	0.04				0.06	0.17	0.12			
Crit Moves:		****						****						****						****				
Green/Cycle:	0.12	0.40	0.40				0.19	0.47	0.47				0.09	0.24	0.24				0.11	0.26	0.26			
Volume/Cap:	0.59	0.64	0.20				0.64	0.59	0.33				0.64	0.50	0.18				0.50	0.64	0.44			
Delay/Veh:	52.8	29.8	23.7				47.2	23.5	20.1				58.0	40.0	36.9				51.2	40.3	37.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	52.8	29.8	23.7				47.2	23.5	20.1				58.0	40.0	36.9				51.2	40.3	37.7			
LOS by Move:	D		C		C		D		C		C		E		D		D		D		D		D	
HCM2kAvgQ:	5		15		3		9		14		7		5		7		2		4		11		7	

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

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

EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 7-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #50 Crenshaw Blvd/Lomita Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 35.6
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	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: >> Count Date: 16 Apr 2005 << 1215-1315																								
Base Vol:	72	1443	354				203	1769	338				329	583	131				457	641	252			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	74	1487	365				209	1823	348				339	601	135				471	660	260			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	12	306	1				3	404	26				26	20	12				2	19	3			
Initial Fut:	86	1793	366				212	2227	374				365	621	147				473	679	263			
User Adj:	1.00	1.00	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:	86	1793	0				212	2227	374				365	621	147				473	679	263			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	86	1793	0				212	2227	374				365	621	147				473	679	263			
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:	86	1793	0				212	2227	374				365	621	147				473	679	263			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.00	1.00				2.00	3.00	1.00				2.00	3.00	1.00				2.00	2.00	1.00			
Final Sat.:	1700	5400	1800				3200	5400	1800				3200	5400	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.05	0.33	0.00				0.07	0.41	0.21				0.11	0.11	0.08				0.15	0.19	0.15			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.06	0.47	0.00				0.09	0.50	0.64				0.14	0.16	0.22				0.21	0.23	0.32			
Volume/Cap:	0.82	0.71	0.00				0.71	0.82	0.32				0.82	0.71	0.37				0.71	0.82	0.45			
Delay/Veh:	93.6	26.1	0.0				60.2	27.4	9.9				61.7	50.4	40.0				47.8	50.4	32.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	93.6	26.1	0.0				60.2	27.4	9.9				61.7	50.4	40.0				47.8	50.4	32.7			
LOS by Move:	F		C		A		E		C		A		E		D		D		D		D		C	
HCM2kAvgQ:	6		19		0		6		26		6		10		9		5		11		15		8	

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

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

EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 8-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #52 Crenshaw Blvd/Skypark Dr-Amsler St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.045
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 50.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Split Phase						Split Phase					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	2	0	2	1	0		1	0	3	0	1		1	1	0	0	1		1	1	0	0	1	
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																								
Base Vol:	661	1439	56				76	1244	720				371	32	898				37	20	86			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	681	1483	58				78	1282	742				382	33	925				38	21	89			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	322	0				0	412	0				0	0	0				0	0	0			
Initial Fut:	681	1805	58				78	1694	742				382	33	925				38	21	89			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	681	1805	58				78	1694	742				382	33	925				38	21	89			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	681	1805	58				78	1694	742				382	33	925				38	21	89			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	681	1805	58				78	1694	742				382	33	925				38	21	89			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.84	0.95	0.95				0.89	0.95	0.95				0.92	0.95	0.95				0.91	0.95	0.95			
Lanes:	2.00	2.91	0.09				1.00	3.00	1.00				1.85	0.15	1.00				1.32	0.68	1.00			
Final Sat.:	3200	5233	167				1700	5400	1800				3222	278	1800				2271	1228	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.21	0.34	0.34				0.05	0.31	0.41				0.12	0.12	0.51				0.02	0.02	0.05			
Crit Moves:	****								****						****						****			
Green/Cycle:	0.20	0.53	0.53				0.07	0.39	0.39				0.29	0.29	0.49				0.05	0.05	0.05			
Volume/Cap:	1.05	0.65	0.65				0.65	0.80	1.05				0.41	0.41	1.05				0.36	0.36	1.05			
Delay/Veh:	95.3	21.0	21.0				66.6	34.2	82.5				34.8	34.8	73.2				56.7	56.7	167.7			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	95.3	21.0	21.0				66.6	34.2	82.5				34.8	34.8	73.2				56.7	56.7	167.7			
LOS by Move:	F		C		C		E		C		F		C		C		E		E		E		F	
HCM2kAvgQ:	22		18		18		4		21		38		7		7		47		2		2		7	

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

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

EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 9-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #54 Crenshaw Blvd/Pacific Coast Hwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 52.6
Optimal Cycle: 178 Level Of Service: D

Approach:	North Bound						South 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: >> Count Date: 16 Apr 2005 << 1300-1400																								
Base Vol:	111	638	311				498	978	143				504	1247	93				457	1400	400			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	114	657	320				513	1008	147				519	1285	96				471	1442	412			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	22	274	9				8	366	38				35	91	20				7	89	7			
Initial Fut:	136	931	329				521	1374	185				554	1376	116				478	1531	419			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	136	931	329				521	1374	185				554	1376	116				478	1531	419			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	136	931	329				521	1374	185				554	1376	116				478	1531	419			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	136	931	329				521	1374	185				554	1376	116				478	1531	419			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.00	1.00				2.00	2.64	0.36				2.00	2.77	0.23				2.00	2.36	0.64			
Final Sat.:	1700	5400	1800				3200	4758	642				3200	4981	419				3200	4240	1160			
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.17	0.18				0.16	0.29	0.29				0.17	0.28	0.28				0.15	0.36	0.36			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.08	0.20	0.39				0.19	0.30	0.30				0.18	0.36	0.36				0.19	0.37	0.37			
Volume/Cap:	0.97	0.88	0.47				0.88	0.97	0.97				0.97	0.77	0.77				0.77	0.97	0.97			
Delay/Veh:	120.6	55.5	27.8				61.8	57.0	57.0				78.4	36.1	36.1				51.7	50.2	50.2			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	120.6	55.5	27.8				61.8	57.0	57.0				78.4	36.1	36.1				51.7	50.2	50.2			
LOS by Move:	F		E		C		E		E				E		D				D		D			
HCM2kAvgQ:	9		15		10		14		25				25		17				18		12			

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 10-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #78 Hawthorne Blvd/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.788
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						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: >> Count Date: 26 Mar 2005 << 1200-1300																								
Base Vol:	156	1984	129				111	2077	105				199	284	96				227	351	94			
Growth Adj:	1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03				1.03	1.03	1.03			
Initial Bse:	161	2044	133				114	2140	108				205	293	99				234	362	97			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
APPRVD PROJ:	0	153	0				0	219	65				0	705	0				0	450	122			
Initial Fut:	161	2197	133				114	2359	173				205	998	99				234	812	219			
User Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	161	2197	133				114	2359	173				205	998	99				234	812	219			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	161	2197	133				114	2359	173				205	998	99				234	812	219			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
FinalVolume:	161	2197	133				114	2359	173				205	998	99				234	812	219			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.89	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95				0.84	0.95	0.95			
Lanes:	1.00	3.77	0.23				2.00	3.73	0.27				2.00	3.00	1.00				2.00	2.00	1.00			
Final Sat.:	1700	6789	411				3200	6708	492				3200	5400	1800				3200	3600	1800			
Capacity Analysis Module:																								
Vol/Sat:	0.09	0.32	0.32				0.04	0.35	0.35				0.06	0.18	0.05				0.07	0.23	0.12			
Crit Moves:	****							****					****							****				
Green/Cycle:	0.12	0.51	0.51				0.06	0.45	0.45				0.08	0.26	0.26				0.10	0.29	0.34			
Volume/Cap:	0.79	0.63	0.63				0.63	0.79	0.79				0.79	0.70	0.21				0.70	0.79	0.36			
Delay/Veh:	69.6	21.7	21.7				62.7	29.8	29.8				68.9	41.6	34.7				58.5	43.6	29.9			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	69.6	21.7	21.7				62.7	29.8	29.8				68.9	41.6	34.7				58.5	43.6	29.9			
LOS by Move:	E		C		C		E		C		C		E		D		C		E		D		C	
HCM2kAvgQ:	8		17		17		4		22		22		6		13		3		6		16		6	

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 11-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #81 Hawthorne Blvd/Torrance Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 54.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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: >> Count Date: 26 Mar 2005 << 1245-1345												
Base Vol:	421	2452	161	494	2774	267	554	946	417	264	710	217
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	434	2526	166	509	2858	275	571	975	430	272	732	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	191	136	93	13	198	9	9	41	155	131	18	13
Initial Fut:	625	2662	259	522	3056	284	580	1016	585	403	750	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	625	2662	259	522	3056	284	580	1016	585	403	750	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	2662	259	522	3056	284	580	1016	585	403	750	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	625	2662	259	522	3056	284	580	1016	585	403	750	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	3200	7200	1800	3200	7200	1800	3200	7200	1800	3200	7200	1800
Capacity Analysis Module:												
Vol/Sat:	0.20	0.37	0.14	0.16	0.42	0.16	0.18	0.14	0.32	0.13	0.10	0.13
Crit Moves:	****				****		****					****
Green/Cycle:	0.19	0.42	0.42	0.19	0.42	0.42	0.18	0.16	0.35	0.14	0.13	0.13
Volume/Cap:	1.02	0.87	0.34	0.87	1.02	0.38	1.02	0.87	0.92	0.87	0.81	1.02
Delay/Veh:	89.1	34.8	23.6	61.0	55.8	24.5	91.4	56.2	55.2	66.1	56.0	115.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.1	34.8	23.6	61.0	55.8	24.5	91.4	56.2	55.2	66.1	56.0	115.7
LOS by Move:	F	C	C	E	E	C	F	E	E	E	E	F
HCM2kAvgQ:	20	26	7	14	38	8	18	12	26	11	9	14

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:45 Page 12-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #84 Hawthorne Blvd/Carson St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.2
Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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: >> Count Date: 26 Mar 2005 << 1300-1400												
Base Vol:	113	2591	262	518	2314	60	100	415	50	345	425	355
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	116	2670	270	534	2384	62	103	428	52	355	438	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	30	117	79	275	154	3	4	190	14	81	191	293
Initial Fut:	146	2787	349	809	2538	65	107	618	66	436	629	659
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2787	349	809	2538	65	107	618	66	436	629	659
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2787	349	809	2538	65	107	618	66	436	629	659
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	2787	349	809	2538	65	107	618	66	436	629	659
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	4.00	1.00	3.00	3.90	0.10	1.00	2.71	0.29	2.00	3.00	1.00
Final Sat.:	1700	7200	1800	4800	7021	179	1700	4882	518	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.39	0.19	0.17	0.36	0.36	0.06	0.13	0.13	0.14	0.12	0.37
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.44	0.44	0.19	0.51	0.51	0.07	0.14	0.14	0.16	0.23	0.42
Volume/Cap:	0.71	0.88	0.44	0.88	0.71	0.71	0.87	0.88	0.88	0.88	0.51	0.87
Delay/Veh:	61.3	33.6	23.6	56.6	23.1	23.1	98.9	61.3	61.3	65.6	40.9	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	33.6	23.6	56.6	23.1	23.1	98.9	61.3	61.3	65.6	40.9	42.8
LOS by Move:	E	C	C	E	C	C	F	E	E	E	D	D
HCM2kAvgQ:	7	27	9	14	20	20	7	12	12	12	7	26

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:46 Page 13-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #86 Hawthorne Blvd/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.003
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	54.9
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					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: >> Count Date: 26 Mar 2005 << 1215-1315																				
Base Vol:	361	2492	670			363	1829	151			275	628	123			1208	1252	266		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	372	2568	690			374	1884	156			283	647	127			1245	1290	274		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	0	185	4			24	205	17			17	54	0			3	40	15		
Initial Fut:	372	2753	694			398	2089	173			300	701	127			1248	1330	289		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	372	2753	694			398	2089	173			300	701	127			1248	1330	289		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	372	2753	694			398	2089	173			300	701	127			1248	1330	289		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	372	2753	694			398	2089	173			300	701	127			1248	1330	289		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95			0.84	0.95	0.95		
Lanes:	2.00	4.00	1.00			2.00	4.00	1.00			2.00	2.54	0.46			3.00	2.46	0.54		
Final Sat.:	3200	7200	1800			3200	7200	1800			3200	4573	827			4800	4436	964		
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.38	0.39			0.12	0.29	0.10			0.09	0.15	0.15			0.26	0.30	0.30		
Crit Moves:		****				****						****				****				
Green/Cycle:	0.14	0.38	0.64			0.12	0.36	0.36			0.10	0.15	0.15			0.26	0.31	0.31		
Volume/Cap:	0.80	1.00	0.60			1.00	0.80	0.27			0.96	1.00	1.00			1.00	0.96	0.96		
Delay/Veh:	59.6	55.2	13.6			98.6	36.5	27.4			92.8	83.0	83.0			70.8	53.4	53.4		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	59.6	55.2	13.6			98.6	36.5	27.4			92.8	83.0	83.0			70.8	53.4	53.4		
LOS by Move:	E	E	B			F	D	C			F	F	F			E	D	D		
HCM2kAvgQ:	10	34	16			13	20	5			10	16	16			24	26	26		

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

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

EXWP-MID WKEND Fri Jul 25, 2008 09:16:46 Page 14-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #88 Hawthorne Blvd/Lomita Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	35.2
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					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: >> Count Date: 23 Apr 2005 << 1215-1315																				
Base Vol:	188	1943	67			470	1555	80			145	407	112			153	357	489		
Growth Adj:	1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03			1.03	1.03	1.03		
Initial Bse:	194	2002	69			484	1602	82			149	419	115			158	368	504		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
APPRVD PROJ:	1	188	0			0	208	0			0	17	1			0	16	0		
Initial Fut:	195	2190	69			484	1810	82			149	436	116			158	384	504		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	195	2190	69			484	1810	82			149	436	116			158	384	504		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	195	2190	69			484	1810	82			149	436	116			158	384	504		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	195	2190	69			484	1810	82			149	436	116			158	384	504		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.89	0.95	0.95			0.84	0.95	0.95			0.89	0.95	0.95			0.89	0.95	0.95		
Lanes:	1.00	3.88	0.12			2.00	3.00	1.00			1.00	2.00	1.00			1.00	2.00	1.00		
Final Sat.:	1700	6980	220			3200	5400	1800			1700	3600	1800			1700	3600	1800		
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.31	0.31			0.15	0.34	0.05			0.09	0.12	0.06			0.09	0.11	0.28		
Crit Moves:		****				****					****							****		
Green/Cycle:	0.16	0.43	0.43			0.21	0.47	0.47			0.12	0.17	0.17			0.13	0.18	0.38		
Volume/Cap:	0.71	0.73	0.73			0.73	0.71	0.10			0.73	0.72	0.39			0.72	0.61	0.73		
Delay/Veh:	55.7	29.3	29.3			48.6	25.8	17.4			63.5	51.5	45.2			61.4	47.3	35.7		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	55.7	29.3	29.3			48.6	25.8	17.4			63.5	51.5	45.2			61.4	47.3	35.7		
LOS by Move:	E	C	C			D	C	B			E	D	D			E	D	D		
HCM2kAvgQ:	9	19	19			11	19	2			7	9	4			8	8	18		

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

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

EXWP-MID WKEND Fri Jul 25, 2008 09:16:46 Page 15-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #90 Hawthorne Blvd/Pacific Coast Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.2
Optimal Cycle:	147	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	3	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module: >> Count Date: 16 Apr 2005 << 1230-1330												
Base Vol:	273	932	135	446	958	365	399	1128	308	235	1062	393
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	281	960	139	460	987	376	411	1162	317	242	1094	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	189	0	0	209	0	0	98	0	0	96	0
Initial Fut:	281	1149	139	460	1196	376	411	1260	317	242	1190	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	1149	139	460	1196	376	411	1260	317	242	1190	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	1149	139	460	1196	376	411	1260	317	242	1190	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	1149	139	460	1196	376	411	1260	317	242	1190	405
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95	0.89	0.95	0.95
Lanes:	2.00	2.68	0.32	2.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3200	4817	583	3200	5400	1800	1700	5400	1800	1700	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.14	0.22	0.21	0.24	0.23	0.18	0.14	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.25	0.25	0.15	0.29	0.29	0.26	0.31	0.31	0.19	0.23	0.23
Volume/Cap:	0.76	0.94	0.94	0.94	0.76	0.72	0.94	0.76	0.58	0.76	0.94	0.96
Delay/Veh:	60.3	56.2	56.2	76.2	40.9	42.8	71.6	39.9	36.6	56.7	58.2	78.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	56.2	56.2	76.2	40.9	42.8	71.6	39.9	36.6	56.7	58.2	78.2
LOS by Move:	E	E	E	E	D	D	E	D	D	E	E	E
HCM2kAvgQ:	8	21	21	14	15	14	21	16	11	11	19	20

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:46 Page 16-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #107 Inglewood Ave/190th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.939
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.8
Optimal Cycle:	126	Level Of Service:	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	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 26 Mar 2005 << 1230-1330												
Base Vol:	65	111	49	299	74	617	665	817	45	116	960	175
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	67	114	50	308	76	636	685	842	46	120	989	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	0	0	0	0	0	0	70	0	0	79	0
Initial Fut:	67	114	50	308	76	636	685	912	46	120	1068	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	114	50	308	76	636	685	912	46	120	1068	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	114	50	308	76	636	685	912	46	120	1068	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	114	50	308	76	636	685	912	46	120	1068	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	0.37	0.63	1.00	0.80	0.20	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	665	1135	1800	1443	357	1800	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.21	0.21	0.35	0.21	0.25	0.03	0.07	0.30	0.10
Crit Moves:						****	****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.23	0.43	0.43	0.12	0.32	0.32
Volume/Cap:	0.27	0.27	0.07	0.57	0.57	0.94	0.94	0.59	0.06	0.59	0.94	0.32
Delay/Veh:	21.9	21.9	20.1	25.9	25.9	51.1	57.8	22.7	17.0	46.6	47.7	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	21.9	20.1	25.9	25.9	51.1	57.8	22.7	17.0	46.6	47.7	26.3
LOS by Move:	C	C	C	C	C	D	E	C	B	D	D	C
HCM2kAvgQ:	4	4	1	10	10	25	17	12	1	5	22	4

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #136 Prairie Ave/Redondo Bch Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 41 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module: >> Count Date: 2 Apr 2005 << 1215-1315																
Base Vol:	172	419		151	333	568		128	126	752		164	141	837		194
Growth Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	177	432		156	343	585		132	130	775		169	145	862		200
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	131		0	0	171		0	0	3		0	0	2		0
Initial Fut:	177	563		156	343	756		132	130	778		169	145	864		200
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	177	563		156	343	756		132	130	778		169	145	864		200
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	177	563		156	343	756		132	130	778		169	145	864		200
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	177	563		156	343	756		132	130	778		169	145	864		200
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.84	0.95		0.95	0.84	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95
Lanes:	2.00	2.00		1.00	2.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	3200	3600		1800	3200	3600		1800	1700	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.06	0.16		0.09	0.11	0.21		0.07	0.08	0.22		0.09	0.09	0.24		0.11
Crit Moves:		****			****				****					****		
Green/Cycle:	0.09	0.25		0.25	0.17	0.34		0.34	0.12	0.36		0.36	0.14	0.39		0.39
Volume/Cap:	0.63	0.62		0.34	0.62	0.63		0.22	0.62	0.59		0.26	0.59	0.62		0.29
Delay/Veh:	57.1	41.2		37.2	48.2	34.6		28.8	55.6	31.6		26.9	51.9	30.6		25.6
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	57.1	41.2		37.2	48.2	34.6		28.8	55.6	31.6		26.9	51.9	30.6		25.6
LOS by Move:	E	D		D	D	C		C	E	C		C	D	C		C
HCM2kAvgQ:	5	10		5	8	13		4	6	12		5	6	14		5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #139 Prairie Ave/190th St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 38.9
Optimal Cycle: 58 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	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: >> Count Date: 16 Apr 2005 << 1200-1300																
Base Vol:	64	883		390	48	1187		209	168	806		65	408	771		57
Growth Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	66	910		402	49	1223		215	173	830		67	420	794		59
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	129	0		0	71	0		29	28	67		83	0	80		78
Initial Fut:	195	910		402	120	1223		244	201	897		150	420	874		137
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	195	910		402	120	1223		244	201	897		150	420	874		137
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	195	910		402	120	1223		244	201	897		150	420	874		137
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	195	910		402	120	1223		244	201	897		150	420	874		137
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.89	0.95		0.95	0.84	0.95		0.95
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00	2.57		0.43	2.00	2.00		1.00
Final Sat.:	1700	5400		1800	1700	5400		1800	1700	4627		773	3200	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17		0.22	0.07	0.23		0.14	0.12	0.19		0.19	0.13	0.24		0.08
Crit Moves:	****					****			****					****		
Green/Cycle:	0.15	0.32		0.51	0.13	0.30		0.30	0.16	0.29		0.29	0.19	0.32		0.32
Volume/Cap:	0.75	0.53		0.44	0.53	0.75		0.45	0.75	0.68		0.68	0.68	0.75		0.24
Delay/Veh:	60.4	33.8		18.7	50.7	39.9		34.5	59.7	39.2		39.2	47.9	39.2		30.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	60.4	33.8		18.7	50.7	39.9		34.5	59.7	39.2		39.2	47.9	39.2		30.0
LOS by Move:	E	C		B	D	D		C	E	D		D	D	D		C
HCM2kAvgQ:	9	10		10	5	16		8	10	13		13	10	16		4

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

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EXWP-MID WKEND Fri Jul 25, 2008 09:16:46 Page 19-1

TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #140 Prairie Ave/Del Amo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 33.2
Optimal Cycle: 32 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module: >> Count Date: 27 Mar 2005 << 1245-1345												
Base Vol:	114	668	8	55	827	229	231	94	97	3	157	32
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	117	688	8	57	852	236	238	97	100	3	162	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	32	0	183	81	0	0	0	647	58	139	540	129
Initial Fut:	149	688	191	138	852	236	238	744	158	142	702	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	688	191	138	852	236	238	744	158	142	702	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	688	191	138	852	236	238	744	158	142	702	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	688	191	138	852	236	238	744	158	142	702	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3200	5400	1800	3200	5400	1800	3200	3600	1800	3200	5400	1800
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.11	0.04	0.16	0.13	0.07	0.21	0.09	0.04	0.13	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.31	0.31	0.11	0.32	0.32	0.19	0.42	0.42	0.09	0.33	0.33
Volume/Cap:	0.49	0.41	0.34	0.41	0.49	0.41	0.40	0.49	0.21	0.49	0.40	0.28
Delay/Veh:	52.7	32.6	32.0	50.9	32.8	32.1	43.3	25.4	22.0	53.2	31.4	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	32.6	32.0	50.9	32.8	32.1	43.3	25.4	22.0	53.2	31.4	30.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	4	7	6	3	9	7	5	10	4	4	7	5

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #151 Van Ness Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 8 (Y+R=4.0 sec) Average Delay (sec/veh): 18.1
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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: >> Count Date: 16 Apr 2005 << 1200-1300												
Base Vol:	12	391	41	27	301	52	83	77	10	30	72	19
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	12	403	42	28	310	54	86	79	10	31	74	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	0	6	0	0	12	0	0	911	0	0	808	0
Initial Fut:	12	409	42	28	322	54	86	990	10	31	882	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	409	42	28	322	54	86	990	10	31	882	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	409	42	28	322	54	86	990	10	31	882	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	409	42	28	322	54	86	990	10	31	882	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.89	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	3600	1800	1700	3087	513	3200	3600	1800	1700	3600	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.02	0.02	0.10	0.10	0.03	0.28	0.01	0.02	0.25	0.01
Crit Moves:		****						****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.07	0.62	0.62	0.04	0.60	0.60
Volume/Cap:	0.03	0.44	0.09	0.09	0.06	0.41	0.41	0.44	0.01	0.44	0.41	0.02
Delay/Veh:	27.8	31.5	28.4	28.1	31.1	31.1	46.2	10.0	7.2	51.2	10.8	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	31.5	28.4	28.1	31.1	31.1	46.2	10.0	7.2	51.2	10.8	8.2
LOS by Move:	C	C	C	C	C	C	D	A	A	D	B	A
HCM2kAvgQ:	0	6	1	1	5	5	2	8	0	2	8	0

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #160 Western Ave/Del Amo Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 21.9
Optimal Cycle: 34 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0	1	1	0	2	1	0	2	0	1	1	0	2	0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1215-1315																
Base Vol:	43	794		18	38	1078		124	99	36		55	23	36		58
Growth Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	44	818		19	39	1111		128	102	37		57	24	37		60
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	37		0	0	28		0	0	1028		0	0	1064		0
Initial Fut:	44	855		19	39	1139		128	102	1065		57	24	1101		60
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	44	855		19	39	1139		128	102	1065		57	24	1101		60
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	44	855		19	39	1139		128	102	1065		57	24	1101		60
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	44	855		19	39	1139		128	102	1065		57	24	1101		60
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.84	0.95		0.95	0.89	0.95		0.95
Lanes:	1.00	2.00		1.00	1.00	2.70		0.30	2.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	3600		1800	1700	4855		545	3200	3600		1800	1700	3600		1800
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24		0.01	0.02	0.23		0.23	0.03	0.30		0.03	0.01	0.31		0.03
Crit Moves:		****							****					****		
Green/Cycle:	0.39	0.39		0.39	0.39	0.39		0.39	0.05	0.53		0.53	0.02	0.50		0.50
Volume/Cap:	0.07	0.61		0.03	0.06	0.60		0.60	0.61	0.56		0.06	0.56	0.61		0.07
Delay/Veh:	19.3	25.4		18.9	19.2	25.0		25.0	53.0	16.3		11.6	64.3	18.7		13.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	19.3	25.4		18.9	19.2	25.0		25.0	53.0	16.3		11.6	64.3	18.7		13.0
LOS by Move:	B	C		B	B	C		C	D	B		B	E	B		B
HCM2kAvgQ:	1	12		0	1	11		11	3	12		1	2	13		1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #164 Western Ave/220th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 4 (Y+R=4.0 sec) Average Delay (sec/veh): 5.4
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T		R	L	T		R	L	T		R	L	T		R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1	0	2	0	1	1	0	2	0	1	0	1	0	1	0	1	0	1
Volume Module: >> Count Date: 16 Apr 2005 << 1200-1300																
Base Vol:	67	1011		21	24	912		34	40	38		74	26	27		11
Growth Adj:	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03	1.03	1.03		1.03
Initial Bse:	69	1042		22	25	940		35	41	39		76	27	28		11
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
APPRVD PROJ:	0	37		0	0	28		0	0	0		0	0	0		0
Initial Fut:	69	1079		22	25	968		35	41	39		76	27	28		11
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	69	1079		22	25	968		35	41	39		76	27	28		11
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	69	1079		22	25	968		35	41	39		76	27	28		11
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	69	1079		22	25	968		35	41	39		76	27	28		11
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.89	0.95		0.95	0.89	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	0.53	0.50		0.97	0.81	0.85		0.34
Final Sat.:	1700	3600		1800	1700	3600		1800	947	900		1753	1462	1519		619
Capacity Analysis Module:																
Vol/Sat:	0.04	0.30		0.01	0.01	0.27		0.02	0.04	0.04		0.04	0.02	0.02		0.02
Crit Moves:		****								****						
Green/Cycle:	0.84	0.84		0.84	0.84	0.84		0.84	0.12	0.12		0.12	0.12	0.12		0.12
Volume/Cap:	0.05	0.36		0.01	0.01	0.32		0.02	0.36	0.36		0.36	0.15	0.15		0.15
Delay/Veh:	1.4	1.9		1.3	1.3	1.9		1.3	40.8	40.8		40.8	39.4	39.4		39.4
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	1.4	1.9		1.3	1.3	1.9		1.3	40.8	40.8		40.8	39.4	39.4		39.4
LOS by Move:	A	A		A	A	A		A	D	D		D	D	D		D
HCM2kAvgQ:	0	4		0	0	4		0	3	3		3	1	1		1

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

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TORRANCE CITYWIDE TRAFFIC STUDY (10-104211)
FORECAST NEAR-TERM CONDITIONS - MITIGATED
MID-DAY WEEKEND PEAK HOUR

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

Intersection #167 Western Ave/Sepulveda Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	8 (Y+R=4.0 sec)	Average Delay (sec/veh):	36.8
Optimal Cycle:	45	Level Of Service:	D

Approach:	North Bound			South 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: >> Count Date: 30 Apr 2005 << 1230-1330												
Base Vol:	246	580	184	164	597	199	165	1116	127	284	869	134
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	253	598	190	169	615	205	170	1150	131	293	895	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
APPRVD PROJ:	4	35	0	0	32	9	9	80	4	0	53	0
Initial Fut:	257	633	190	169	647	214	179	1230	135	293	948	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	633	190	169	647	214	179	1230	135	293	948	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	633	190	169	647	214	179	1230	135	293	948	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	633	190	169	647	214	179	1230	135	293	948	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.95	0.95	0.89	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.70	0.30	2.00	2.62	0.38
Final Sat.:	1700	5400	1800	1700	5400	1800	3200	4866	534	3200	4714	686
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.11	0.10	0.12	0.12	0.06	0.25	0.25	0.09	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.22	0.36	0.19	0.18	0.30	0.11	0.38	0.38	0.14	0.41	0.41
Volume/Cap:	0.66	0.53	0.29	0.53	0.66	0.40	0.49	0.66	0.66	0.66	0.49	0.49
Delay/Veh:	46.1	41.5	27.6	45.5	47.3	34.3	51.0	31.3	31.3	52.6	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.1	41.5	27.6	45.5	47.3	34.3	51.0	31.3	31.3	52.6	26.5	26.5
LOS by Move:	D	D	C	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	10	8	5	7	9	7	4	15	15	7	10	10

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