APPENDIX D

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS (HCM METHODOLOGY)

APPENDIX D-I

EXISTING TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	26.2
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Crenshaw Boulevard						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	57	738	551	5	1048	126	121	297	144	534	524	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	738	551	5	1048	126	121	297	144	534	524	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	738	551	5	1048	126	121	297	144	534	524	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	60	777	580	5	1103	133	127	313	152	562	552	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	777	580	5	1103	133	127	313	152	562	552	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:	60	777	580	5	1103	133	127	313	152	562	552	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	1.00	0.85	0.20	0.98	0.98	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.68	0.32	1.00	1.35	0.65	1.19	1.16	0.65
Final Sat.:	268	3800	1615	376	5007	602	1805	2434	1180	2136	2096	1176
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.36	0.01	0.22	0.22	0.07	0.13	0.13	0.26	0.26	0.26
Crit Moves:	****							****			****	
Green/Cycle:	0.32	0.32	0.69	0.32	0.32	0.32	0.18	0.18	0.18	0.37	0.37	0.37
Volume/Cap:	0.71	0.65	0.52	0.04	0.70	0.70	0.39	0.71	0.71	0.71	0.71	0.71
Delay/Veh:	51.6	27.8	7.4	21.6	28.3	28.3	33.3	38.3	38.3	25.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	27.8	7.4	21.6	28.3	28.3	33.3	38.3	38.3	25.4	25.4	25.4
LOS by Move:	D	C	A	C	C	C	C	D	D	C	C	C
HCM2kAvgQ:	3	10	8	0	11	11	3	8	8	12	12	12

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	8	Average Delay (sec/veh):	17.6
Optimal Cycle:	53	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	863	0	13	0	0	0	0	468	375	136	507	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	863	0	13	0	0	0	0	468	375	136	507	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	0	13	0	0	0	0	468	375	136	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	908	0	14	0	0	0	0	493	395	143	534	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	908	0	14	0	0	0	0	493	395	143	534	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	908	0	14	0	0	0	0	493	395	143	534	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.93	0.93	0.25	1.00	1.00
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3561	0	53	0	0	0	0	1968	1577	473	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.25	0.25	0.30	0.14	0.00
Crit Moves:	****									****		
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.49	0.49	0.49	0.00
Volume/Cap:	0.61	0.00	0.62	0.00	0.00	0.00	0.00	0.51	0.51	0.62	0.29	0.00
Delay/Veh:	21.0	0.0	21.2	0.0	0.0	0.0	0.0	15.8	15.8	21.6	13.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	0.0	21.2	0.0	0.0	0.0	0.0	15.8	15.8	21.6	13.6	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	10	0	11	0	0	0	0	9	9	4	4	0

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.116
Loss Time (sec):	12	Average Delay (sec/veh):	45.6
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	512	1321	0	0	1448	362	58	0	887	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	1321	0	0	1448	362	58	0	887	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	512	1321	0	0	1448	362	58	0	887	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	539	1391	0	0	1524	381	61	0	934	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	1391	0	0	1524	381	61	0	934	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	1391	0	0	1524	381	61	0	934	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	0.97	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.40	0.60	0.12	0.00	1.88	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4423	1106	188	0	3066	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.24	0.00	0.00	0.34	0.34	0.32	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.26	0.59	0.00	0.00	0.33	0.33	0.28	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.17	0.41	0.00	0.00	1.03	1.03	1.17	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	130.4	10.1	0.0	0.0	60.3	60.3	120.8	0.0	14.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.4	10.1	0.0	0.0	60.3	60.3	120.8	0.0	14.6	0.0	0.0	0.0
LOS by Move:	F	B	A	A	E	E	F	A	B	A	A	A
HCM2kAvgQ:	28	7	0	0	26	26	27	0	10	0	0	0

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.289
Loss Time (sec):	16	Average Delay (sec/veh):	98.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	125	1051	625	60	1339	167	145	1117	81	583	909	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1051	625	60	1339	167	145	1117	81	583	909	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1051	625	60	1339	167	145	1117	81	583	909	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	1106	658	63	1409	176	153	1176	85	614	957	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1106	658	63	1409	176	153	1176	85	614	957	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1106	658	63	1409	176	153	1176	85	614	957	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.86	0.14	1.00	2.78	0.22
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3508	254	1805	5229	408
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.41	0.03	0.25	0.11	0.05	0.34	0.34	0.34	0.18	0.18
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.29	0.29	0.05	0.27	0.27	0.08	0.28	0.28	0.24	0.45	0.45
Volume/Cap:	0.97	0.67	1.40	0.70	0.93	0.41	0.60	1.18	1.18	1.40	0.41	0.41
Delay/Veh:	123.9	38.5	235.7	77.7	53.6	36.9	57.2	135	135.1	239.4	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.9	38.5	235.7	77.7	53.6	36.9	57.2	135	135.1	239.4	22.6	22.6
LOS by Move:	F	D	F	E	D	D	E	F	F	F	C	C
HCM2kAvgQ:	8	13	49	4	21	6	4	38	38	45	8	8

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	16	Average Delay (sec/veh):	41.9
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South 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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	127	1276	306	175	1462	336	386	1160	75	271	939	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	1276	306	175	1462	336	386	1160	75	271	939	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1276	306	175	1462	336	386	1160	75	271	939	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	134	1343	322	184	1539	354	406	1221	79	285	988	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1343	322	184	1539	354	406	1221	79	285	988	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:	134	1343	322	184	1539	354	406	1221	79	285	988	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5306	343	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.20	0.10	0.27	0.22	0.13	0.23	0.23	0.09	0.26	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.31	0.41	0.11	0.33	0.46	0.13	0.34	0.34	0.10	0.31	0.31
Volume/Cap:	0.86	0.76	0.49	0.96	0.82	0.48	0.96	0.67	0.67	0.90	0.84	0.18
Delay/Veh:	84.2	36.4	24.8	102.4	37.0	21.1	81.2	31.9	31.9	76.8	41.1	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:	84.2	36.4	24.8	102.4	37.0	21.1	81.2	31.9	31.9	76.8	41.1	28.0
LOS by Move:	F	D	C	F	D	C	F	C	C	E	D	C
HCM2kAvgQ:	7	15	8	10	18	8	12	13	13	8	18	2

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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Intersection #6 Van Ness Avenue at 190th Street

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	16	Average Delay (sec/veh):	45.5
Optimal Cycle:	142	Level Of Service:	D

****

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	103	613	215	81	403	177	164	1157	80	109	1546	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	613	215	81	403	177	164	1157	80	109	1546	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	613	215	81	403	177	164	1157	80	109	1546	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	645	226	85	424	186	173	1218	84	115	1627	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	645	226	85	424	186	173	1218	84	115	1627	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	645	226	85	424	186	173	1218	84	115	1627	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.79	0.21
Final Sat.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3338	402
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.14	0.05	0.11	0.12	0.10	0.21	0.05	0.06	0.49	0.49
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.23	0.23	0.05	0.20	0.29	0.10	0.47	0.47	0.12	0.49	0.49
Volume/Cap:	0.38	0.73	0.60	0.94	0.57	0.40	1.00	0.46	0.11	0.55	1.00	1.00
Delay/Veh:	52.5	45.5	43.7	133.2	44.8	34.6	122.7	21.7	18.0	53.3	51.8	51.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	45.5	43.7	133.2	44.8	34.6	122.7	21.7	18.0	53.3	51.8	51.8
LOS by Move:	D	D	D	F	D	C	F	C	B	D	D	D
HCM2kAvgQ:	2	12	8	6	8	6	10	10	2	5	41	41

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	16	Average Delay (sec/veh):	40.3
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	217	1226	239	186	1299	329	389	650	133	88	511	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1226	239	186	1299	329	389	650	133	88	511	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1226	239	186	1299	329	389	650	133	88	511	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	228	1291	252	196	1367	346	409	684	140	93	538	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1291	252	196	1367	346	409	684	140	93	538	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1291	252	196	1367	346	409	684	140	93	538	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.16	0.06	0.24	0.21	0.13	0.18	0.09	0.03	0.14	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.32	0.07	0.30	0.30	0.16	0.41	0.41	0.06	0.32	0.32
Volume/Cap:	0.79	0.71	0.49	0.81	0.79	0.71	0.79	0.44	0.21	0.44	0.45	0.19
Delay/Veh:	67.6	37.5	33.9	73.6	41.0	41.9	56.8	25.6	23.0	55.5	32.9	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:	67.6	37.5	33.9	73.6	41.0	41.9	56.8	25.6	23.0	55.5	32.9	30.0
LOS by Move:	E	D	C	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	7	15	8	6	17	12	10	9	3	2	8	3

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	12	Average Delay (sec/veh):	23.7
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	205	0	61	0	0	0	0	803	294	259	537	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	61	0	0	0	0	803	294	259	537	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	61	0	0	0	0	803	294	259	537	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	216	0	64	0	0	0	0	845	309	273	565	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	0	64	0	0	0	0	845	309	273	565	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	0	64	0	0	0	0	845	309	273	565	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.46	0.54	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2670	978	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.15	0.15	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.24	0.00	0.45	0.00	0.00	0.00	0.00	0.43	0.43	0.21	0.64	0.00
Volume/Cap:	0.50	0.00	0.09	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.23	0.00
Delay/Veh:	33.7	0.0	16.0	0.0	0.0	0.0	0.0	25.3	25.3	44.3	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	0.0	16.0	0.0	0.0	0.0	0.0	25.3	25.3	44.3	7.7	0.0
LOS by Move:	C	A	B	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	6	0	1	0	0	0	0	16	16	9	4	0

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	16	Average Delay (sec/veh):	39.8
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	94	1540	234	74	1649	83	85	413	105	236	506	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1540	234	74	1649	83	85	413	105	236	506	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1540	234	74	1649	83	85	413	105	236	506	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	1621	246	78	1736	87	89	435	111	248	533	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1621	246	78	1736	87	89	435	111	248	533	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1621	246	78	1736	87	89	435	111	248	533	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.60	0.40	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4849	737	1805	5389	271	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.04	0.32	0.32	0.03	0.11	0.07	0.14	0.14	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.39	0.39	0.05	0.38	0.38	0.07	0.26	0.26	0.16	0.35	0.35
Volume/Cap:	0.85	0.85	0.85	0.85	0.85	0.85	0.40	0.44	0.26	0.85	0.40	0.11
Delay/Veh:	95.7	36.3	36.3	104.5	37.2	37.2	54.8	37.6	35.8	68.7	29.4	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.7	36.3	36.3	104.5	37.2	37.2	54.8	37.6	35.8	68.7	29.4	26.2
LOS by Move:	F	D	D	F	D	D	D	D	D	E	C	C
HCM2kAvgQ:	6	23	23	5	23	23	2	7	3	11	7	1

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #10 Van Ness Avenue at Del Amo Boulevard

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	12	Average Delay (sec/veh):	25.8
Optimal Cycle:	70	Level Of Service:	C

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Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	73	571	48	43	584	228	359	307	39	154	499	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	571	48	43	584	228	359	307	39	154	499	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	571	48	43	584	228	359	307	39	154	499	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	601	51	45	615	240	378	323	41	162	525	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	601	51	45	615	240	378	323	41	162	525	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	601	51	45	615	240	378	323	41	162	525	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.99	0.99	0.32	0.96	0.96	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.84	0.16	1.00	1.44	0.56	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	418	3463	291	610	2618	1022	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.17	0.07	0.23	0.23	0.12	0.17	0.03	0.09	0.14	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.35	0.35	0.12	0.27	0.27
Volume/Cap:	0.46	0.43	0.43	0.18	0.59	0.59	0.59	0.49	0.07	0.77	0.52	0.16
Delay/Veh:	21.7	19.7	19.7	17.8	21.7	21.7	34.1	23.6	19.7	53.9	28.6	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	19.7	19.7	17.8	21.7	21.7	34.1	23.6	19.7	53.9	28.6	25.5
LOS by Move:	C	B	B	B	C	C	C	C	B	D	C	C
HCM2kAvgQ:	2	7	7	1	10	10	6	7	1	6	7	2

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AM Existing (2013) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.302
Loss Time (sec):	12	Average Delay (sec/veh):	45.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Western Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	145	1275	20	19	1139	719	302	11	72	19	83	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1275	20	19	1139	719	302	11	72	19	83	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1275	20	19	1139	719	302	11	72	19	83	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	153	1342	21	20	1199	757	318	12	76	20	87	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1342	21	20	1199	757	318	12	76	20	87	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	1342	21	20	1199	757	318	12	76	20	87	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	1.00	1.00	0.14	0.94	0.94	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.93	0.07	1.00	0.11	0.48	0.41
Final Sat.:	156	3734	59	266	3580	1790	3498	127	1615	197	862	727
Capacity Analysis Module:												
Vol/Sat:	0.98	0.36	0.36	0.08	0.33	0.42	0.09	0.09	0.05	0.10	0.10	0.10
Crit Moves:	****							****				****
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.23	0.23	0.23	0.06	0.06	0.06
Volume/Cap:	1.62	0.59	0.59	0.12	0.55	0.70	0.39	0.39	0.20	1.62	1.62	1.62
Delay/Veh:	346.6	15.1	15.1	10.5	14.3	17.1	39.1	39.1	37.3	373.1	373	373.1
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:	346.6	15.1	15.1	10.5	14.3	17.1	39.1	39.1	37.3	373.1	373	373.1
LOS by Move:	F	B	B	B	B	B	D	D	D	F	F	F
HCM2kAvgQ:	14	15	15	0	13	20	5	5	2	17	17	17

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	8	Average Delay (sec/veh):	18.9
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	24	24	6	6	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1820	133	196	1774	0	0	0	0	37	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1820	133	196	1774	0	0	0	0	37	0	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1820	133	196	1774	0	0	0	0	37	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1916	140	206	1867	0	0	0	0	39	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1916	140	206	1867	0	0	0	0	39	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1916	140	206	1867	0	0	0	0	39	0	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.99	0.99	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.85
Lanes:	0.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5259	384	1805	5700	0	0	0	0	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.11	0.33	0.00	0.00	0.00	0.00	0.01	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.51	0.51	0.16	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.71	0.71	0.71	0.49	0.00	0.00	0.00	0.00	0.05	0.00	0.12
Delay/Veh:	0.0	23.1	23.1	55.5	9.5	0.0	0.0	0.0	0.0	33.4	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.1	23.1	55.5	9.5	0.0	0.0	0.0	0.0	33.4	0.0	34.2
LOS by Move:	A	C	C	E	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	20	20	9	11	0	0	0	0	1	0	1

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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Intersection #13 Madrona Avenue at Torrance Boulevard

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	16	Average Delay (sec/veh):	36.3
Optimal Cycle:	100	Level Of Service:	D

****

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	178	1100	152	159	1059	268	317	837	95	156	852	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	1100	152	159	1059	268	317	837	95	156	852	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1100	152	159	1059	268	317	837	95	156	852	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	187	1158	160	167	1115	282	334	881	100	164	897	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1158	160	167	1115	282	334	881	100	164	897	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1158	160	167	1115	282	334	881	100	164	897	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.98	0.98
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.68	0.32
Final Sat.:	3249	4918	680	3249	5700	1615	3249	3800	1615	3249	5020	589
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.05	0.20	0.17	0.10	0.23	0.06	0.05	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.32	0.32	0.06	0.31	0.31	0.13	0.40	0.40	0.07	0.35	0.35
Volume/Cap:	0.80	0.74	0.74	0.83	0.63	0.57	0.80	0.58	0.15	0.71	0.52	0.52
Delay/Veh:	68.0	35.0	35.0	75.8	33.4	33.3	57.3	26.1	21.0	59.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	35.0	35.0	75.8	33.4	33.3	57.3	26.1	21.0	59.9	28.9	28.9
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	14	14	5	11	8	8	12	2	5	9	9

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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Intersection #14 Crenshaw Blvd at Torrance Boulevard

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	16	Average Delay (sec/veh):	35.3
Optimal Cycle:	96	Level Of Service:	D

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Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 2	1 0		2 0 2	1 0		2 0 2	0 1		2 0 3	0 1	
Volume Module:												
Base Vol:	167	1502	234	87	1134	110	190	820	85	196	893	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1502	234	87	1134	110	190	820	85	196	893	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1502	234	87	1134	110	190	820	85	196	893	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1581	246	92	1194	116	200	863	89	206	940	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1581	246	92	1194	116	200	863	89	206	940	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:	176	1581	246	92	1194	116	200	863	89	206	940	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.99	0.99	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.60	0.40	2.00	2.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4833	753	3249	5128	497	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.03	0.23	0.23	0.06	0.23	0.06	0.06	0.16	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.05	0.40	0.40	0.06	0.31	0.31	0.08	0.32	0.32
Volume/Cap:	0.77	0.80	0.80	0.52	0.59	0.59	0.95	0.73	0.18	0.80	0.51	0.32
Delay/Veh:	65.6	30.4	30.4	53.2	26.6	26.6	100.0	36.4	28.0	65.3	30.3	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	30.4	30.4	53.2	26.6	26.6	100.0	36.4	28.0	65.3	30.3	28.4
LOS by Move:	E	C	C	D	C	C	F	D	C	E	C	C
HCM2kAvgQ:	5	20	20	2	12	12	7	14	2	6	9	4

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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Intersection #15 Western Avenue at Torrance Boulevard

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	16	Average Delay (sec/veh):	35.7
Optimal Cycle:	87	Level Of Service:	D

****

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	108	1154	78	55	690	172	171	711	55	143	1070	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1154	78	55	690	172	171	711	55	143	1070	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1154	78	55	690	172	171	711	55	143	1070	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	1215	82	58	726	181	180	748	58	151	1126	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1215	82	58	726	181	180	748	58	151	1126	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1215	82	58	726	181	180	748	58	151	1126	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.78	0.22	1.00	3.00	1.00
Final Sat.:	1805	3527	238	1805	5700	1615	1805	5233	405	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.03	0.13	0.11	0.10	0.14	0.14	0.08	0.20	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.39	0.39	0.06	0.34	0.34	0.11	0.30	0.30	0.09	0.28	0.28
Volume/Cap:	0.61	0.89	0.89	0.53	0.37	0.33	0.89	0.47	0.47	0.93	0.71	0.32
Delay/Veh:	48.7	35.6	35.6	50.8	24.7	24.5	78.2	28.6	28.6	94.5	33.8	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	35.6	35.6	50.8	24.7	24.5	78.2	28.6	28.6	94.5	33.8	28.9
LOS by Move:	D	D	D	D	C	C	E	C	C	F	C	C
HCM2kAvgQ:	4	22	22	3	6	4	8	7	7	8	12	4

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AM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	16	Average Delay (sec/veh):	38.1
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	110	1519	283	199	1124	112	213	850	55	286	1020	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1519	283	199	1124	112	213	850	55	286	1020	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1519	283	199	1124	112	213	850	55	286	1020	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	1599	298	209	1183	118	224	895	58	301	1074	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1599	298	209	1183	118	224	895	58	301	1074	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:	116	1599	298	209	1183	118	224	895	58	301	1074	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5111	509	3249	5305	343	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.18	0.06	0.23	0.23	0.07	0.17	0.17	0.09	0.28	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.33	0.33	0.07	0.34	0.34	0.08	0.35	0.35	0.11	0.37	0.37
Volume/Cap:	0.59	0.86	0.57	0.86	0.68	0.68	0.83	0.49	0.49	0.86	0.76	0.33
Delay/Veh:	55.2	39.0	32.0	75.4	32.1	32.1	69.3	28.5	28.5	67.1	32.9	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	39.0	32.0	75.4	32.1	32.1	69.3	28.5	28.5	67.1	32.9	25.2
LOS by Move:	E	D	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	3	20	9	6	13	13	6	9	9	8	17	5

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Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	16	Average Delay (sec/veh):	52.3
Optimal Cycle:	110	Level Of Service:	D

****

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	259	1322	242	175	1094	136	170	954	152	461	1416	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1322	242	175	1094	136	170	954	152	461	1416	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1322	242	175	1094	136	170	954	152	461	1416	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	1392	255	184	1152	143	179	1004	160	485	1491	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1392	255	184	1152	143	179	1004	160	485	1491	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	1392	255	184	1152	143	179	1004	160	485	1491	317
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.16	0.06	0.20	0.09	0.06	0.18	0.10	0.15	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.35	0.35	0.06	0.34	0.34	0.06	0.34	0.34	0.12	0.40	0.40
Volume/Cap:	1.27	0.52	0.45	0.98	0.59	0.26	0.86	0.52	0.29	1.27	0.50	0.50
Delay/Veh:	209.9	31.3	30.7	115.2	33.1	28.8	85.0	31.8	29.2	194.6	27.4	27.9
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:	209.9	31.3	30.7	115.2	33.1	28.8	85.0	31.8	29.2	194.6	27.4	27.9
LOS by Move:	F	C	C	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	12	10	7	7	12	4	6	10	4	19	10	9

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	12	Average Delay (sec/veh):	43.2
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Crenshaw Boulevard						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	166	1138	830	65	1028	178	175	412	85	479	732	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1138	830	65	1028	178	175	412	85	479	732	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1138	830	65	1028	178	175	412	85	479	732	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	175	1198	874	68	1082	187	184	434	89	504	771	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1198	874	68	1082	187	184	434	89	504	771	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1198	874	68	1082	187	184	434	89	504	771	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	0.85	0.12	0.98	0.98	0.95	0.97	0.97	0.96	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.56	0.44	1.00	1.66	0.34	1.00	1.47	0.53
Final Sat.:	319	3800	1615	232	4752	823	1805	3068	633	1819	2682	956
Capacity Analysis Module:												
Vol/Sat:	0.55	0.32	0.54	0.30	0.23	0.23	0.10	0.14	0.14	0.28	0.29	0.29
Crit Moves:	****							****			****	
Green/Cycle:	0.45	0.45	0.76	0.45	0.45	0.45	0.12	0.12	0.12	0.31	0.31	0.31
Volume/Cap:	1.21	0.70	0.71	0.65	0.50	0.50	0.87	1.21	1.21	0.89	0.93	0.93
Delay/Veh:	168.9	23.1	8.1	34.9	19.5	19.5	73.8	158	157.8	39.4	42.8	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:	168.9	23.1	8.1	34.9	19.5	19.5	73.8	158	157.8	39.4	42.8	42.8
LOS by Move:	F	C	A	C	B	B	E	F	F	D	D	D
HCM2kAvgQ:	12	15	15	3	9	9	8	16	16	18	20	20

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PM Existing (2013) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	1.117
Loss Time (sec):	8	Average Delay (sec/veh):	27.9
Optimal Cycle:	180	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	802	0	20	0	0	0	0	747	568	212	686	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	802	0	20	0	0	0	0	747	568	212	686	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	802	0	20	0	0	0	0	747	568	212	686	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	844	0	21	0	0	0	0	786	598	223	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	844	0	21	0	0	0	0	786	598	223	722	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	844	0	21	0	0	0	0	786	598	223	722	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.94	0.94	0.15	1.00	1.00
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	0.00	1.14	0.86	1.00	2.00	0.00
Final Sat.:	3521	0	86	0	0	0	0	2018	1535	287	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.25	0.00	0.00	0.00	0.00	0.39	0.39	0.78	0.19	0.00
Crit Moves:	****									****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.64	0.00
Volume/Cap:	0.90	0.00	0.92	0.00	0.00	0.00	0.00	0.60	0.60	1.21	0.29	0.00
Delay/Veh:	43.0	0.0	46.2	0.0	0.0	0.0	0.0	9.8	9.8	148.9	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	0.0	46.2	0.0	0.0	0.0	0.0	9.8	9.8	148.9	7.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	15	0	16	0	0	0	0	12	12	14	4	0

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Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	12	Average Delay (sec/veh):	23.7
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	267	2006	0	0	1409	206	100	0	688	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	2006	0	0	1409	206	100	0	688	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	2006	0	0	1409	206	100	0	688	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	281	2112	0	0	1483	217	105	0	724	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	2112	0	0	1483	217	105	0	724	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	2112	0	0	1483	217	105	0	724	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.62	0.38	0.23	0.00	1.77	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4878	713	370	0	2913	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.30	0.30	0.28	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.18	0.54	0.00	0.00	0.35	0.35	0.33	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.86	0.69	0.00	0.00	0.86	0.86	0.86	0.00	0.48	0.00	0.00	0.00
Delay/Veh:	55.5	16.1	0.0	0.0	31.0	31.0	35.9	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	16.1	0.0	0.0	31.0	31.0	35.9	0.0	14.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	11	15	0	0	18	18	15	0	8	0	0	0

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.187
Loss Time (sec):	16	Average Delay (sec/veh):	74.4
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	85	1195	595	75	1225	190	215	853	132	547	1051	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1195	595	75	1225	190	215	853	132	547	1051	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	1195	595	75	1225	190	215	853	132	547	1051	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	1258	626	79	1289	200	226	898	139	576	1106	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1258	626	79	1289	200	226	898	139	576	1106	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1258	626	79	1289	200	226	898	139	576	1106	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.98	0.98	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.73	0.27	1.00	2.73	0.27
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3225	499	1805	5119	507
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.39	0.04	0.23	0.12	0.07	0.28	0.28	0.32	0.22	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.29	0.29	0.05	0.29	0.29	0.10	0.28	0.28	0.24	0.42	0.42
Volume/Cap:	0.89	0.75	1.33	0.87	0.79	0.43	0.67	0.98	0.98	1.33	0.51	0.51
Delay/Veh:	113.0	40.5	203.0	112.5	42.1	35.5	57.2	66.2	66.2	207.2	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.0	40.5	203.0	112.5	42.1	35.5	57.2	66.2	66.2	207.2	25.9	25.9
LOS by Move:	F	D	F	F	D	D	E	E	E	F	C	C
HCM2kAvgQ:	6	15	44	5	16	6	6	25	25	40	11	11

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.930
Loss Time (sec):	16	Average Delay (sec/veh):	44.0
Optimal Cycle:	139	Level Of Service:	D

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South 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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	138	1617	223	163	1431	271	311	950	82	231	1085	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1617	223	163	1431	271	311	950	82	231	1085	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1617	223	163	1431	271	311	950	82	231	1085	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	145	1702	235	172	1506	285	327	1000	86	243	1142	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1702	235	172	1506	285	327	1000	86	243	1142	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:	145	1702	235	172	1506	285	327	1000	86	243	1142	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5184	447	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.15	0.10	0.26	0.18	0.10	0.19	0.19	0.07	0.30	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.32	0.41	0.10	0.33	0.44	0.11	0.35	0.35	0.08	0.32	0.32
Volume/Cap:	0.86	0.93	0.36	0.93	0.80	0.40	0.93	0.56	0.56	0.89	0.93	0.32
Delay/Veh:	81.5	45.2	23.1	95.6	36.2	21.5	79.3	29.4	29.4	77.9	48.5	28.5
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:	81.5	45.2	23.1	95.6	36.2	21.5	79.3	29.4	29.4	77.9	48.5	28.5
LOS by Move:	F	D	C	F	D	C	E	C	C	E	D	C
HCM2kAvgQ:	7	23	6	9	17	7	10	10	10	7	23	4

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	16	Average Delay (sec/veh):	42.4
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	424	154	211	668	195	101	1300	149	186	1310	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	424	154	211	668	195	101	1300	149	186	1310	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	424	154	211	668	195	101	1300	149	186	1310	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	446	162	222	703	205	106	1368	157	196	1379	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	446	162	222	703	205	106	1368	157	196	1379	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:	97	446	162	222	703	205	106	1368	157	196	1379	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.83	0.17
Final Sat.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3433	317
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.10	0.12	0.19	0.13	0.06	0.24	0.10	0.11	0.40	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.23	0.23	0.13	0.29	0.35	0.06	0.35	0.35	0.15	0.44	0.44
Volume/Cap:	0.38	0.50	0.43	0.92	0.64	0.36	0.92	0.68	0.28	0.73	0.92	0.92
Delay/Veh:	53.5	40.4	40.0	88.6	38.5	29.2	115.4	34.1	28.2	59.0	40.9	40.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	40.4	40.0	88.6	38.5	29.2	115.4	34.1	28.2	59.0	40.9	40.9
LOS by Move:	D	D	D	F	D	C	F	C	C	E	D	D
HCM2kAvgQ:	2	7	5	12	12	6	7	15	4	8	30	30

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	16	Average Delay (sec/veh):	45.1
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	167	1256	111	237	1384	366	476	460	195	242	828	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1256	111	237	1384	366	476	460	195	242	828	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1256	111	237	1384	366	476	460	195	242	828	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1322	117	249	1457	385	501	484	205	255	872	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1322	117	249	1457	385	501	484	205	255	872	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1322	117	249	1457	385	501	484	205	255	872	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.07	0.08	0.26	0.24	0.15	0.13	0.13	0.08	0.23	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.28	0.28	0.09	0.30	0.30	0.18	0.40	0.40	0.10	0.32	0.32
Volume/Cap:	0.85	0.84	0.26	0.84	0.84	0.79	0.84	0.32	0.32	0.79	0.72	0.29
Delay/Veh:	82.8	45.3	34.3	72.7	43.1	46.5	57.8	24.8	25.0	65.2	38.6	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	45.3	34.3	72.7	43.1	46.5	57.8	24.8	25.0	65.2	38.6	31.2
LOS by Move:	F	D	C	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	6	18	3	7	19	15	12	6	5	7	15	4

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	366	0	312	0	0	0	0	588	242	91	814	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	0	312	0	0	0	0	588	242	91	814	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	0	312	0	0	0	0	588	242	91	814	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	385	0	328	0	0	0	0	619	255	96	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	0	328	0	0	0	0	619	255	96	857	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	0	328	0	0	0	0	619	255	96	857	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.42	0.58	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2574	1059	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.20	0.00	0.00	0.00	0.00	0.24	0.24	0.05	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.36	0.00	0.46	0.00	0.00	0.00	0.00	0.41	0.41	0.09	0.50	0.00
Volume/Cap:	0.58	0.00	0.45	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.45	0.00
Delay/Veh:	24.4	0.0	17.2	0.0	0.0	0.0	0.0	21.2	21.2	44.7	14.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	0.0	17.2	0.0	0.0	0.0	0.0	21.2	21.2	44.7	14.6	0.0
LOS by Move:	C	A	B	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	9	0	6	0	0	0	0	10	10	4	8	0

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	16	Average Delay (sec/veh):	39.2
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	1 0	2	1 0	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	87	1742	164	73	1571	78	186	660	99	205	609	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1742	164	73	1571	78	186	660	99	205	609	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1742	164	73	1571	78	186	660	99	205	609	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	1834	173	77	1654	82	196	695	104	216	641	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1834	173	77	1654	82	196	695	104	216	641	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1834	173	77	1654	82	196	695	104	216	641	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5142	484	1805	5392	268	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.04	0.31	0.31	0.06	0.18	0.06	0.12	0.17	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.42	0.42	0.05	0.40	0.40	0.08	0.26	0.26	0.14	0.32	0.32
Volume/Cap:	0.76	0.85	0.85	0.85	0.76	0.76	0.80	0.71	0.25	0.85	0.52	0.09
Delay/Veh:	79.8	34.8	34.8	106.5	32.6	32.6	71.4	42.8	35.6	73.7	33.5	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	34.8	34.8	106.5	32.6	32.6	71.4	42.8	35.6	73.7	33.5	28.4
LOS by Move:	E	C	C	F	C	C	E	D	D	E	C	C
HCM2kAvgQ:	5	25	25	5	20	20	6	13	3	10	10	1

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	12	Average Delay (sec/veh):	25.9
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	125	678	118	77	574	300	275	519	101	82	429	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	678	118	77	574	300	275	519	101	82	429	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	678	118	77	574	300	275	519	101	82	429	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	714	124	81	604	316	289	546	106	86	452	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	714	124	81	604	316	289	546	106	86	452	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	714	124	81	604	316	289	546	106	86	452	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.98	0.98	0.26	0.95	0.95	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.70	0.30	1.00	1.31	0.69	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	429	3165	551	490	2368	1238	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.23	0.17	0.26	0.26	0.09	0.29	0.07	0.05	0.12	0.04
Crit Moves:	****						****					****
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.14	0.33	0.33	0.08	0.27	0.27
Volume/Cap:	0.66	0.49	0.49	0.36	0.55	0.55	0.66	0.88	0.20	0.63	0.45	0.14
Delay/Veh:	26.5	16.9	16.9	16.4	17.7	17.7	40.6	42.6	22.1	49.7	27.8	25.3
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:	26.5	16.9	16.9	16.4	17.7	17.7	40.6	42.6	22.1	49.7	27.8	25.3
LOS by Move:	C	B	B	B	B	B	D	D	C	D	C	C
HCM2kAvgQ:	4	8	8	2	9	9	5	18	2	3	5	1

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	12	Average Delay (sec/veh):	24.5
Optimal Cycle:	108	Level Of Service:	C

Street Name:	Western Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	88	1144	14	44	1584	407	673	64	204	13	29	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1144	14	44	1584	407	673	64	204	13	29	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1144	14	44	1584	407	673	64	204	13	29	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	1204	15	46	1667	428	708	67	215	14	31	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1204	15	46	1667	428	708	67	215	14	31	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1204	15	46	1667	428	708	67	215	14	31	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	1.00	1.00	0.14	0.97	0.97	0.96	0.96	0.85	0.94	0.94	0.94
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.83	0.17	1.00	0.19	0.44	0.37
Final Sat.:	173	3747	46	258	4394	1129	3317	315	1615	347	773	667
Capacity Analysis Module:												
Vol/Sat:	0.54	0.32	0.32	0.18	0.38	0.38	0.21	0.21	0.13	0.04	0.04	0.04
Crit Moves:	****						****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.31	0.31	0.31	0.07	0.07	0.07
Volume/Cap:	1.10	0.66	0.66	0.37	0.78	0.78	0.69	0.69	0.43	0.59	0.59	0.59
Delay/Veh:	149.3	18.2	18.2	16.1	20.4	20.4	28.9	28.9	25.2	48.5	48.5	48.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.3	18.2	18.2	16.1	20.4	20.4	28.9	28.9	25.2	48.5	48.5	48.5
LOS by Move:	F	B	B	B	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	13	13	1	17	17	11	11	5	3	3	3

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	8	Average Delay (sec/veh):	14.3
Optimal Cycle:	69	Level Of Service:	B

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	24	24	6	6	0	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2 1 0			1 0 3 0 0			0 0 0 0 0			2 0 0 0 1		
Volume Module:												
Base Vol:	0	1837	50	55	1855	0	0	0	0	142	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1837	50	55	1855	0	0	0	0	142	0	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1837	50	55	1855	0	0	0	0	142	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1934	53	58	1953	0	0	0	0	149	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1934	53	58	1953	0	0	0	0	149	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1934	53	58	1953	0	0	0	0	149	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.85
Lanes:	0.00	2.92	0.08	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5527	150	1805	5700	0	0	0	0	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.03	0.34	0.00	0.00	0.00	0.00	0.05	0.00	0.11
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.62	0.62	0.06	0.68	0.00	0.00	0.00	0.00	0.26	0.00	0.26
Volume/Cap:	0.00	0.57	0.57	0.57	0.51	0.00	0.00	0.00	0.00	0.18	0.00	0.44
Delay/Veh:	0.0	13.7	13.7	62.3	9.8	0.0	0.0	0.0	0.0	34.7	0.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	13.7	62.3	9.8	0.0	0.0	0.0	0.0	34.7	0.0	38.0
LOS by Move:	A	B	B	E	A	A	A	A	A	C	A	D
HCM2kAvgQ:	0	14	14	3	12	0	0	0	0	2	0	6

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	16	Average Delay (sec/veh):	36.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	142	1003	132	153	1278	260	287	756	224	311	689	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1003	132	153	1278	260	287	756	224	311	689	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1003	132	153	1278	260	287	756	224	311	689	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	149	1056	139	161	1345	274	302	796	236	327	725	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1056	139	161	1345	274	302	796	236	327	725	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	1056	139	161	1345	274	302	796	236	327	725	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.98	0.98
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.51	0.49
Final Sat.:	3249	4951	652	3249	5700	1615	3249	3800	1615	3249	4641	916
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.05	0.24	0.17	0.09	0.21	0.15	0.10	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.32	0.32	0.06	0.32	0.32	0.13	0.36	0.36	0.12	0.35	0.35
Volume/Cap:	0.74	0.66	0.66	0.80	0.74	0.53	0.74	0.59	0.41	0.87	0.45	0.45
Delay/Veh:	63.9	33.2	33.2	70.6	34.9	31.6	53.2	29.6	27.2	66.7	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	33.2	33.2	70.6	34.9	31.6	53.2	29.6	27.2	66.7	28.1	28.1
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	12	12	5	15	8	7	11	6	9	8	8

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PM Existing (2013) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	16	Average Delay (sec/veh):	34.4
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	151	1398	205	198	1332	132	125	827	97	198	775	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1398	205	198	1332	132	125	827	97	198	775	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1398	205	198	1332	132	125	827	97	198	775	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1472	216	208	1402	139	132	871	102	208	816	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1472	216	208	1402	139	132	871	102	208	816	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:	159	1472	216	208	1402	139	132	871	102	208	816	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.99	0.99	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.62	0.38	2.00	2.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4877	715	3249	5119	507	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.06	0.27	0.27	0.04	0.23	0.06	0.06	0.14	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.35	0.35	0.07	0.36	0.36	0.06	0.34	0.34	0.07	0.35	0.35
Volume/Cap:	0.77	0.86	0.86	0.86	0.76	0.76	0.65	0.67	0.19	0.86	0.41	0.24
Delay/Veh:	61.8	34.3	34.3	71.0	29.8	29.8	53.2	29.7	23.4	71.0	24.6	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	34.3	34.3	71.0	29.8	29.8	53.2	29.7	23.4	71.0	24.6	23.1
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	19	19	6	15	15	3	12	2	6	6	3

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	78	852	139	163	1314	293	162	1104	169	137	848	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	852	139	163	1314	293	162	1104	169	137	848	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	852	139	163	1314	293	162	1104	169	137	848	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	897	146	172	1383	308	171	1162	178	144	893	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	897	146	172	1383	308	171	1162	178	144	893	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	897	146	172	1383	308	171	1162	178	144	893	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.72	0.28	1.00	3.00	1.00	1.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	1805	3198	522	1805	5700	1615	1805	4844	742	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.10	0.24	0.19	0.09	0.24	0.24	0.08	0.16	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.33	0.33	0.11	0.36	0.36	0.11	0.31	0.31	0.09	0.28	0.28
Volume/Cap:	0.51	0.84	0.84	0.84	0.68	0.53	0.84	0.79	0.79	0.92	0.56	0.17
Delay/Veh:	46.3	36.0	36.0	68.7	28.1	26.4	68.9	34.2	34.2	93.2	31.2	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.3	36.0	36.0	68.7	28.1	26.4	68.9	34.2	34.2	93.2	31.2	27.4
LOS by Move:	D	D	D	E	C	C	E	C	C	F	C	C
HCM2kAvgQ:	3	17	17	8	13	8	8	14	14	7	8	2

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	16	Average Delay (sec/veh):	40.2
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	141	1350	227	259	1335	133	175	1076	63	326	969	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1350	227	259	1335	133	175	1076	63	326	969	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1350	227	259	1335	133	175	1076	63	326	969	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	1421	239	273	1405	140	184	1133	66	343	1020	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1421	239	273	1405	140	184	1133	66	343	1020	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1421	239	273	1405	140	184	1133	66	343	1020	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5111	509	3249	5342	313	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.15	0.08	0.27	0.27	0.06	0.21	0.21	0.11	0.27	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.31	0.31	0.09	0.34	0.34	0.07	0.35	0.35	0.11	0.39	0.39
Volume/Cap:	0.77	0.81	0.48	0.95	0.81	0.81	0.80	0.61	0.61	0.95	0.70	0.24
Delay/Veh:	67.6	37.8	31.5	88.9	36.0	36.0	68.2	30.5	30.5	82.4	29.8	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	37.8	31.5	88.9	36.0	36.0	68.2	30.5	30.5	82.4	29.8	23.0
LOS by Move:	E	D	C	F	D	D	E	C	C	F	C	C
HCM2kAvgQ:	4	17	7	8	18	18	5	12	12	10	15	3

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PM Existing (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.010
Loss Time (sec):	16	Average Delay (sec/veh):	70.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1347	593	349	1329	221	198	1227	245	461	1195	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	1418	624	367	1399	233	208	1292	258	485	1258	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1418	624	367	1399	233	208	1292	258	485	1258	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	1418	624	367	1399	233	208	1292	258	485	1258	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.39	0.11	0.25	0.14	0.06	0.23	0.16	0.15	0.17	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.34	0.34	0.08	0.34	0.34	0.07	0.34	0.34	0.10	0.38	0.38
Volume/Cap:	1.19	0.55	1.13	1.43	0.72	0.42	0.91	0.66	0.47	1.43	0.44	0.33
Delay/Veh:	172.5	32.2	119.4	270.4	35.8	30.9	91.4	34.5	31.6	264.1	28.2	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.5	32.2	119.4	270.4	35.8	30.9	91.4	34.5	31.6	264.1	28.2	27.1
LOS by Move:	F	C	F	F	D	C	F	C	C	F	C	C
HCM2kAvgQ:	12	11	35	17	16	7	7	14	8	22	9	5

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APPENDIX D-II

EXISTING WITH PROJECT TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	12	Average Delay (sec/veh):	26.3
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Crenshaw Boulevard						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	57	756	554	5	1063	126	121	297	144	545	524	294
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	756	554	5	1063	126	121	297	144	545	524	294
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	756	554	5	1063	126	121	297	144	545	524	294
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	60	796	583	5	1119	133	127	313	152	574	552	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	796	583	5	1119	133	127	313	152	574	552	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:	60	796	583	5	1119	133	127	313	152	574	552	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	1.00	0.85	0.19	0.98	0.98	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.68	0.32	1.00	1.35	0.65	1.20	1.15	0.65
Final Sat.:	270	3800	1615	353	5014	594	1805	2434	1180	2162	2079	1166
Capacity Analysis Module:												
Vol/Sat:	0.22	0.21	0.36	0.01	0.22	0.22	0.07	0.13	0.13	0.27	0.27	0.27
Crit Moves:					****			****			****	
Green/Cycle:	0.31	0.31	0.69	0.31	0.31	0.31	0.18	0.18	0.18	0.37	0.37	0.37
Volume/Cap:	0.71	0.67	0.53	0.05	0.71	0.71	0.39	0.71	0.71	0.71	0.71	0.71
Delay/Veh:	51.5	28.3	7.4	21.7	28.7	28.7	33.3	38.4	38.4	25.3	25.3	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	28.3	7.4	21.7	28.7	28.7	33.3	38.4	38.4	25.3	25.3	25.3
LOS by Move:	D	C	A	C	C	C	C	D	D	C	C	C
HCM2kAvgQ:	3	11	8	0	11	11	3	8	8	12	12	12

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	8	Average Delay (sec/veh):	17.7
Optimal Cycle:	53	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	874	0	13	0	0	0	0	468	378	136	507	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	874	0	13	0	0	0	0	468	378	136	507	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	874	0	13	0	0	0	0	468	378	136	507	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	920	0	14	0	0	0	0	493	398	143	534	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	920	0	14	0	0	0	0	493	398	143	534	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	920	0	14	0	0	0	0	493	398	143	534	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.93	0.93	0.25	1.00	1.00
Lanes:	1.97	0.00	0.03	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3562	0	52	0	0	0	0	1961	1584	469	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.25	0.25	0.31	0.14	0.00
Crit Moves:	****									****		
Green/Cycle:	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.49	0.49	0.49	0.49	0.00
Volume/Cap:	0.61	0.00	0.62	0.00	0.00	0.00	0.00	0.51	0.51	0.62	0.29	0.00
Delay/Veh:	21.1	0.0	21.3	0.0	0.0	0.0	0.0	15.9	15.9	22.1	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	0.0	21.3	0.0	0.0	0.0	0.0	15.9	15.9	22.1	13.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	C	B	A
HCM2kAvgQ:	11	0	11	0	0	0	0	9	9	4	4	0

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	1.128
Loss Time (sec):	12	Average Delay (sec/veh):	47.9
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	515	1342	0	0	1474	362	58	0	898	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	515	1342	0	0	1474	362	58	0	898	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	515	1342	0	0	1474	362	58	0	898	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	542	1413	0	0	1552	381	61	0	945	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	1413	0	0	1552	381	61	0	945	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	1413	0	0	1552	381	61	0	945	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.97	0.97	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.41	0.59	0.11	0.00	1.89	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4439	1090	186	0	3068	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.25	0.00	0.00	0.35	0.35	0.33	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.59	0.00	0.00	0.33	0.33	0.28	0.00	0.53	0.00	0.00	0.00
Volume/Cap:	1.18	0.42	0.00	0.00	1.05	1.05	1.18	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	134.3	10.2	0.0	0.0	65.1	65.1	124.7	0.0	14.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.3	10.2	0.0	0.0	65.1	65.1	124.7	0.0	14.7	0.0	0.0	0.0
LOS by Move:	F	B	A	A	E	E	F	A	B	A	A	A
HCM2kAvgQ:	28	7	0	0	27	27	28	0	10	0	0	0

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.292
Loss Time (sec):	16	Average Delay (sec/veh):	99.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	125	1051	625	60	1339	167	145	1124	81	583	911	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1051	625	60	1339	167	145	1124	81	583	911	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1051	625	60	1339	167	145	1124	81	583	911	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	1106	658	63	1409	176	153	1183	85	614	959	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1106	658	63	1409	176	153	1183	85	614	959	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1106	658	63	1409	176	153	1183	85	614	959	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13	1.00	2.78	0.22
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3509	253	1805	5230	408
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.41	0.03	0.25	0.11	0.05	0.34	0.34	0.34	0.18	0.18
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.29	0.29	0.05	0.27	0.27	0.08	0.28	0.28	0.24	0.45	0.45
Volume/Cap:	0.97	0.67	1.40	0.70	0.93	0.41	0.60	1.19	1.19	1.40	0.41	0.41
Delay/Veh:	123.9	38.5	235.7	77.7	53.6	36.9	57.2	138	138.0	239.4	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.9	38.5	235.7	77.7	53.6	36.9	57.2	138	138.0	239.4	22.6	22.6
LOS by Move:	F	D	F	E	D	D	E	F	F	F	C	C
HCM2kAvgQ:	8	13	49	4	21	6	4	38	38	45	8	8

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	16	Average Delay (sec/veh):	42.3
Optimal Cycle:	104	Level Of Service:	D

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South 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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	129	1300	308	175	1500	336	386	1160	82	278	939	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	1300	308	175	1500	336	386	1160	82	278	939	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	1300	308	175	1500	336	386	1160	82	278	939	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1368	324	184	1579	354	406	1221	86	293	988	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1368	324	184	1579	354	406	1221	86	293	988	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:	136	1368	324	184	1579	354	406	1221	86	293	988	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.80	0.20	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5270	373	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.20	0.10	0.28	0.22	0.13	0.23	0.23	0.09	0.26	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.31	0.41	0.11	0.33	0.46	0.13	0.34	0.34	0.10	0.31	0.31
Volume/Cap:	0.86	0.78	0.49	0.96	0.85	0.48	0.96	0.68	0.68	0.91	0.84	0.18
Delay/Veh:	84.4	36.8	24.7	102.4	38.1	21.2	81.2	32.2	32.2	77.2	41.1	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:	84.4	36.8	24.7	102.4	38.1	21.2	81.2	32.2	32.2	77.2	41.1	28.0
LOS by Move:	F	D	C	F	D	C	F	C	C	E	D	C
HCM2kAvgQ:	7	16	8	10	19	8	12	13	13	9	18	2

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Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	16	Average Delay (sec/veh):	45.8
Optimal Cycle:	144	Level Of Service:	D

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	103	613	215	81	403	177	164	1159	80	109	1553	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	613	215	81	403	177	164	1159	80	109	1553	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	613	215	81	403	177	164	1159	80	109	1553	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	645	226	85	424	186	173	1220	84	115	1635	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	645	226	85	424	186	173	1220	84	115	1635	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	645	226	85	424	186	173	1220	84	115	1635	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.98	0.98
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.79	0.21
Final Sat.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3339	400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.14	0.05	0.11	0.12	0.10	0.21	0.05	0.06	0.49	0.49
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.23	0.23	0.05	0.20	0.29	0.10	0.47	0.47	0.12	0.49	0.49
Volume/Cap:	0.38	0.73	0.60	0.94	0.57	0.40	1.00	0.46	0.11	0.55	1.00	1.00
Delay/Veh:	52.5	45.5	43.7	133.2	44.8	34.6	123.7	21.7	18.0	53.3	52.6	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	45.5	43.7	133.2	44.8	34.6	123.7	21.7	18.0	53.3	52.6	52.6
LOS by Move:	D	D	D	F	D	C	F	C	B	D	D	D
HCM2kAvgQ:	2	12	8	6	8	6	10	10	2	5	41	41

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

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Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	16	Average Delay (sec/veh):	40.3
Optimal Cycle:	97	Level Of Service:	D

****

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	217	1226	239	186	1299	329	389	657	133	88	513	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	1226	239	186	1299	329	389	657	133	88	513	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1226	239	186	1299	329	389	657	133	88	513	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	228	1291	252	196	1367	346	409	692	140	93	540	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1291	252	196	1367	346	409	692	140	93	540	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	1291	252	196	1367	346	409	692	140	93	540	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.16	0.06	0.24	0.21	0.13	0.18	0.09	0.03	0.14	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.32	0.32	0.07	0.30	0.30	0.16	0.41	0.41	0.06	0.32	0.32
Volume/Cap:	0.79	0.71	0.49	0.81	0.79	0.71	0.79	0.44	0.21	0.44	0.45	0.19
Delay/Veh:	67.6	37.5	33.9	73.6	41.0	41.9	56.8	25.7	23.0	55.5	32.9	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:	67.6	37.5	33.9	73.6	41.0	41.9	56.8	25.7	23.0	55.5	32.9	30.0
LOS by Move:	E	D	C	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	7	15	8	6	17	12	10	9	3	2	8	3

****

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	12	Average Delay (sec/veh):	23.7
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	205	0	61	0	0	0	0	810	294	259	539	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	0	61	0	0	0	0	810	294	259	539	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	61	0	0	0	0	810	294	259	539	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	216	0	64	0	0	0	0	853	309	273	567	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	0	64	0	0	0	0	853	309	273	567	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	0	64	0	0	0	0	853	309	273	567	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.47	0.53	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2677	971	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.15	0.15	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.24	0.00	0.45	0.00	0.00	0.00	0.00	0.43	0.43	0.21	0.64	0.00
Volume/Cap:	0.50	0.00	0.09	0.00	0.00	0.00	0.00	0.73	0.73	0.73	0.23	0.00
Delay/Veh:	33.7	0.0	16.0	0.0	0.0	0.0	0.0	25.3	25.3	44.5	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	0.0	16.0	0.0	0.0	0.0	0.0	25.3	25.3	44.5	7.7	0.0
LOS by Move:	C	A	B	A	A	A	A	C	C	D	A	A
HCM2kAvgQ:	6	0	1	0	0	0	0	16	16	9	4	0

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	16	Average Delay (sec/veh):	40.9
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	96	1567	236	74	1701	83	85	413	112	243	506	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	1567	236	74	1701	83	85	413	112	243	506	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	1567	236	74	1701	83	85	413	112	243	506	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	1649	248	78	1791	87	89	435	118	256	533	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1649	248	78	1791	87	89	435	118	256	533	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1649	248	78	1791	87	89	435	118	256	533	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	0.99	0.99	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.61	0.39	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	4855	731	1805	5397	263	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.04	0.33	0.33	0.03	0.11	0.07	0.14	0.14	0.04
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.39	0.39	0.06	0.38	0.38	0.07	0.26	0.26	0.16	0.35	0.35
Volume/Cap:	0.87	0.87	0.87	0.76	0.87	0.87	0.40	0.44	0.28	0.87	0.40	0.11
Delay/Veh:	101.7	38.3	38.3	82.5	38.5	38.5	54.8	37.6	36.0	72.3	29.4	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.7	38.3	38.3	82.5	38.5	38.5	54.8	37.6	36.0	72.3	29.4	26.2
LOS by Move:	F	D	D	F	D	D	D	D	D	E	C	C
HCM2kAvgQ:	6	24	24	4	24	24	2	7	4	12	7	1

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	12	Average Delay (sec/veh):	25.8
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	73	571	48	43	584	228	359	309	39	154	506	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	571	48	43	584	228	359	309	39	154	506	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	571	48	43	584	228	359	309	39	154	506	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	601	51	45	615	240	378	325	41	162	533	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	601	51	45	615	240	378	325	41	162	533	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	601	51	45	615	240	378	325	41	162	533	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.99	0.99	0.32	0.96	0.96	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.84	0.16	1.00	1.44	0.56	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	418	3463	291	610	2618	1022	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.17	0.07	0.23	0.23	0.12	0.17	0.03	0.09	0.14	0.04
Crit Moves:					****		****				****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.20	0.35	0.35	0.12	0.27	0.27
Volume/Cap:	0.46	0.43	0.43	0.18	0.59	0.59	0.59	0.49	0.07	0.77	0.53	0.16
Delay/Veh:	21.7	19.7	19.7	17.8	21.7	21.7	34.1	23.6	19.7	53.9	28.7	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	19.7	19.7	17.8	21.7	21.7	34.1	23.6	19.7	53.9	28.7	25.5
LOS by Move:	C	B	B	B	C	C	C	C	B	D	C	C
HCM2kAvgQ:	2	7	7	1	10	10	6	7	1	6	7	2

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.307
Loss Time (sec):	12	Average Delay (sec/veh):	46.8
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Western Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	145	1275	20	19	1139	719	302	13	72	19	90	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1275	20	19	1139	719	302	13	72	19	90	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1275	20	19	1139	719	302	13	72	19	90	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	153	1342	21	20	1199	757	318	14	76	20	95	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1342	21	20	1199	757	318	14	76	20	95	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	1342	21	20	1199	757	318	14	76	20	95	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	1.00	1.00	0.14	0.94	0.94	0.95	0.95	0.85	0.94	0.94	0.94
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.92	0.08	1.00	0.11	0.50	0.39
Final Sat.:	156	3734	59	264	3580	1790	3476	150	1615	190	900	700
Capacity Analysis Module:												
Vol/Sat:	0.98	0.36	0.36	0.08	0.33	0.42	0.09	0.09	0.05	0.11	0.11	0.11
Crit Moves:	****							****				****
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.23	0.23	0.23	0.06	0.06	0.06
Volume/Cap:	1.63	0.60	0.60	0.13	0.56	0.70	0.39	0.39	0.20	1.63	1.63	1.63
Delay/Veh:	349.4	15.3	15.3	10.6	14.5	17.3	39.1	39.1	37.3	374.2	374	374.2
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:	349.4	15.3	15.3	10.6	14.5	17.3	39.1	39.1	37.3	374.2	374	374.2
LOS by Move:	F	B	B	B	B	B	D	D	D	F	F	F
HCM2kAvgQ:	14	16	16	0	13	20	5	5	2	17	17	17

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	16	Average Delay (sec/veh):	31.8
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	17	17	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	40	1835	133	196	1832	8	16	0	32	37	0	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1835	133	196	1832	8	16	0	32	37	0	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1835	133	196	1832	8	16	0	32	37	0	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	1932	140	206	1928	8	17	0	34	39	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1932	140	206	1928	8	17	0	34	39	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1932	140	206	1928	8	17	0	34	39	0	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	1.00	0.90	1.00	0.90	0.86	1.00	0.85
Lanes:	1.00	2.80	0.20	1.00	2.99	0.01	0.33	0.00	0.67	2.00	0.00	1.00
Final Sat.:	1805	5262	381	1805	5670	25	567	0	1134	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.11	0.34	0.34	0.03	0.00	0.03	0.01	0.00	0.03
Crit Moves:		****		****			****			****		
Green/Cycle:	0.07	0.44	0.44	0.14	0.50	0.50	0.04	0.00	0.04	0.26	0.00	0.26
Volume/Cap:	0.32	0.84	0.84	0.84	0.68	0.68	0.84	0.00	0.84	0.05	0.00	0.12
Delay/Veh:	54.1	32.8	32.8	72.5	23.5	23.5	120.1	0.0	120.1	33.4	0.0	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	32.8	32.8	72.5	23.5	23.5	120.1	0.0	120.1	33.4	0.0	34.2
LOS by Move:	D	C	C	E	C	C	F	A	F	C	A	C
HCM2kAvgQ:	2	25	25	10	18	18	4	0	4	1	0	1

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	16	Average Delay (sec/veh):	36.3
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	178	1100	152	159	1059	268	317	863	95	156	868	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	1100	152	159	1059	268	317	863	95	156	868	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1100	152	159	1059	268	317	863	95	156	868	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	187	1158	160	167	1115	282	334	908	100	164	914	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1158	160	167	1115	282	334	908	100	164	914	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	1158	160	167	1115	282	334	908	100	164	914	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.99	0.99
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.69	0.31
Final Sat.:	3249	4918	680	3249	5700	1615	3249	3800	1615	3249	5034	580
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.05	0.20	0.17	0.10	0.24	0.06	0.05	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.32	0.32	0.06	0.31	0.31	0.13	0.40	0.40	0.07	0.35	0.35
Volume/Cap:	0.80	0.74	0.74	0.83	0.63	0.57	0.80	0.59	0.15	0.71	0.53	0.53
Delay/Veh:	68.0	35.0	35.0	75.8	33.4	33.3	57.3	26.4	21.0	59.9	29.1	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	35.0	35.0	75.8	33.4	33.3	57.3	26.4	21.0	59.9	29.1	29.1
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	14	14	5	11	8	8	12	2	5	9	9

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	16	Average Delay (sec/veh):	36.2
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	167	1569	234	104	1155	126	216	820	85	196	893	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1569	234	104	1155	126	216	820	85	196	893	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1569	234	104	1155	126	216	820	85	196	893	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1652	246	109	1216	133	227	863	89	206	940	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1652	246	109	1216	133	227	863	89	206	940	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1652	246	109	1216	133	227	863	89	206	940	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.99	0.99	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.61	0.39	2.00	2.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4866	726	3249	5062	552	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.03	0.24	0.24	0.07	0.23	0.06	0.06	0.16	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.41	0.41	0.05	0.39	0.39	0.08	0.33	0.33	0.07	0.31	0.31
Volume/Cap:	0.78	0.83	0.83	0.62	0.61	0.61	0.83	0.70	0.17	0.95	0.53	0.40
Delay/Veh:	66.5	32.1	32.1	57.3	27.2	27.2	69.0	34.1	26.6	97.5	31.8	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	32.1	32.1	57.3	27.2	27.2	69.0	34.1	26.6	97.5	31.8	30.5
LOS by Move:	E	C	C	E	C	C	E	C	C	F	C	C
HCM2kAvgQ:	5	21	21	3	12	12	7	14	2	7	9	5

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	112	1154	78	55	690	172	171	727	56	143	1096	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1154	78	55	690	172	171	727	56	143	1096	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1154	78	55	690	172	171	727	56	143	1096	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	1215	82	58	726	181	180	765	59	151	1154	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1215	82	58	726	181	180	765	59	151	1154	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1215	82	58	726	181	180	765	59	151	1154	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	1.00	0.85	0.95	0.99	0.99	0.95	1.00	0.85
Lanes:	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.79	0.21	1.00	3.00	1.00
Final Sat.:	1805	3527	238	1805	5700	1615	1805	5234	403	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.03	0.13	0.11	0.10	0.15	0.15	0.08	0.20	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.39	0.39	0.06	0.34	0.34	0.11	0.30	0.30	0.09	0.28	0.28
Volume/Cap:	0.61	0.89	0.89	0.53	0.37	0.33	0.89	0.48	0.48	0.93	0.72	0.32
Delay/Veh:	48.6	35.6	35.6	50.8	25.0	24.8	78.2	28.7	28.7	94.5	34.2	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	35.6	35.6	50.8	25.0	24.8	78.2	28.7	28.7	94.5	34.2	28.9
LOS by Move:	D	D	D	D	C	C	E	C	C	F	C	C
HCM2kAvgQ:	5	22	22	3	6	4	8	7	7	8	12	4

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	16	Average Delay (sec/veh):	38.8
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	110	1572	283	201	1142	114	220	850	55	286	1020	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1572	283	201	1142	114	220	850	55	286	1020	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1572	283	201	1142	114	220	850	55	286	1020	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	1655	298	212	1202	120	232	895	58	301	1074	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1655	298	212	1202	120	232	895	58	301	1074	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1655	298	212	1202	120	232	895	58	301	1074	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5110	510	3249	5305	343	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.18	0.07	0.24	0.24	0.07	0.17	0.17	0.09	0.28	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.33	0.33	0.07	0.34	0.34	0.08	0.35	0.35	0.11	0.37	0.37
Volume/Cap:	0.59	0.88	0.56	0.88	0.69	0.69	0.84	0.49	0.49	0.88	0.77	0.35
Delay/Veh:	54.9	40.0	31.6	79.4	32.1	32.1	70.2	28.5	28.5	70.7	33.5	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:	54.9	40.0	31.6	79.4	32.1	32.1	70.2	28.5	28.5	70.7	33.5	25.7
LOS by Move:	D	D	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	3	21	9	7	14	14	7	9	9	8	17	5

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	16	Average Delay (sec/veh):	52.3
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	259	1359	242	177	1108	138	177	954	152	461	1416	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	1359	242	177	1108	138	177	954	152	461	1416	309
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	1359	242	177	1108	138	177	954	152	461	1416	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	1431	255	186	1166	145	186	1004	160	485	1491	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1431	255	186	1166	145	186	1004	160	485	1491	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:	273	1431	255	186	1166	145	186	1004	160	485	1491	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.16	0.06	0.20	0.09	0.06	0.18	0.10	0.15	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.35	0.35	0.06	0.34	0.34	0.07	0.34	0.34	0.12	0.39	0.39
Volume/Cap:	1.27	0.54	0.45	0.98	0.60	0.26	0.87	0.52	0.29	1.27	0.50	0.51
Delay/Veh:	209.9	31.5	30.8	115.3	33.2	28.8	85.0	31.8	29.2	194.6	27.6	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	209.9	31.5	30.8	115.3	33.2	28.8	85.0	31.8	29.2	194.6	27.6	28.4
LOS by Move:	F	C	C	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	12	11	7	7	12	4	6	10	4	19	10	9

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AM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	12	Average Delay (sec/veh):	16.1
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Crenshaw Boulevard						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	21	21	31	0	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	83	1993	0	0	1843	58	15	0	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1993	0	0	1843	58	15	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1993	0	0	1843	58	15	0	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	2098	0	0	1940	61	16	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	2098	0	0	1940	61	16	0	23	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	2098	0	0	1940	61	16	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.00	0.34	0.04	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.64	0.00	0.00	0.56	0.56	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.61	0.57	0.00	0.00	0.61	0.07	0.03	0.00	0.06	0.00	0.00	0.00
Delay/Veh:	60.6	12.4	0.0	0.0	17.8	12.0	33.3	0.0	33.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	12.4	0.0	0.0	17.8	12.0	33.3	0.0	33.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	4	15	0	0	16	1	0	0	1	0	0	0

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PM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.124
Loss Time (sec):	12	Average Delay (sec/veh):	44.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Crenshaw Boulevard						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	24	24	24	24	24	24	6	6	6	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	166	1152	839	65	1046	178	175	412	85	482	732	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1152	839	65	1046	178	175	412	85	482	732	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1152	839	65	1046	178	175	412	85	482	732	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	175	1213	883	68	1101	187	184	434	89	507	771	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1213	883	68	1101	187	184	434	89	507	771	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1213	883	68	1101	187	184	434	89	507	771	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	0.85	0.12	0.98	0.98	0.95	0.97	0.97	0.96	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.56	0.44	1.00	1.66	0.34	1.00	1.47	0.53
Final Sat.:	312	3800	1615	224	4764	811	1805	3068	633	1819	2682	956
Capacity Analysis Module:												
Vol/Sat:	0.56	0.32	0.55	0.31	0.23	0.23	0.10	0.14	0.14	0.28	0.29	0.29
Crit Moves:	****							****			****	
Green/Cycle:	0.46	0.46	0.77	0.46	0.46	0.46	0.11	0.11	0.11	0.31	0.31	0.31
Volume/Cap:	1.23	0.70	0.71	0.67	0.51	0.51	0.89	1.23	1.23	0.90	0.93	0.93
Delay/Veh:	178.2	23.1	8.1	37.3	19.5	19.5	77.8	168	167.6	39.8	42.8	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:	178.2	23.1	8.1	37.3	19.5	19.5	77.8	168	167.6	39.8	42.8	42.8
LOS by Move:	F	C	A	D	B	B	E	F	F	D	D	D
HCM2kAvgQ:	12	16	15	3	9	9	9	17	17	19	20	20

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PM Existing With Project (2013) [HCM]
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 I-405 NB Ramps at 182nd Street

Cycle (sec):	90	Critical Vol./Cap.(X):	1.129
Loss Time (sec):	8	Average Delay (sec/veh):	28.5
Optimal Cycle:	180	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	0	24	0	0	0	0	21	21	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	805	0	20	0	0	0	0	747	577	212	686	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	805	0	20	0	0	0	0	747	577	212	686	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	805	0	20	0	0	0	0	747	577	212	686	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	847	0	21	0	0	0	0	786	607	223	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	0	21	0	0	0	0	786	607	223	722	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	847	0	21	0	0	0	0	786	607	223	722	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.94	0.94	0.15	1.00	1.00
Lanes:	1.95	0.00	0.05	0.00	0.00	0.00	0.00	1.13	0.87	1.00	2.00	0.00
Final Sat.:	3522	0	85	0	0	0	0	2005	1548	283	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.25	0.00	0.00	0.00	0.00	0.39	0.39	0.79	0.19	0.00
Crit Moves:	****									****		
Green/Cycle:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.64	0.64	0.64	0.64	0.00
Volume/Cap:	0.90	0.00	0.92	0.00	0.00	0.00	0.00	0.61	0.61	1.22	0.29	0.00
Delay/Veh:	43.4	0.0	46.6	0.0	0.0	0.0	0.0	9.8	9.8	155.4	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	0.0	46.6	0.0	0.0	0.0	0.0	9.8	9.8	155.4	7.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	F	A	A
HCM2kAvgQ:	15	0	16	0	0	0	0	12	12	14	4	0

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	12	Average Delay (sec/veh):	24.0
Optimal Cycle:	93	Level Of Service:	C

Street Name:	Crenshaw Boulevard						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	6	6	0	0	30	30	6	0	6	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	276	2029	0	0	1430	206	100	0	691	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	2029	0	0	1430	206	100	0	691	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	2029	0	0	1430	206	100	0	691	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	291	2136	0	0	1505	217	105	0	727	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	2136	0	0	1505	217	105	0	727	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	2136	0	0	1505	217	105	0	727	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	0.98	0.98	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.62	0.38	0.22	0.00	1.78	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	4888	704	368	0	2914	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.31	0.31	0.29	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.18	0.54	0.00	0.00	0.35	0.35	0.33	0.00	0.51	0.00	0.00	0.00
Volume/Cap:	0.87	0.70	0.00	0.00	0.87	0.87	0.87	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	56.8	16.0	0.0	0.0	31.7	31.7	37.2	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	16.0	0.0	0.0	31.7	31.7	37.2	0.0	14.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	11	15	0	0	18	18	15	0	8	0	0	0

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	1.188
Loss Time (sec):	16	Average Delay (sec/veh):	74.4
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Prairie Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	85	1195	595	75	1225	190	215	855	132	547	1057	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1195	595	75	1225	190	215	855	132	547	1057	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	1195	595	75	1225	190	215	855	132	547	1057	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	1258	626	79	1289	200	226	900	139	576	1113	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1258	626	79	1289	200	226	900	139	576	1113	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1258	626	79	1289	200	226	900	139	576	1113	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.98	0.98	0.95	0.99	0.99
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.73	0.27	1.00	2.73	0.27
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	3226	498	1805	5122	504
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.39	0.04	0.23	0.12	0.07	0.28	0.28	0.32	0.22	0.22
Crit Moves:			****	****				****		****		
Green/Cycle:	0.06	0.29	0.29	0.05	0.29	0.29	0.10	0.28	0.28	0.24	0.42	0.42
Volume/Cap:	0.89	0.75	1.33	0.87	0.79	0.43	0.67	0.98	0.98	1.33	0.52	0.52
Delay/Veh:	113.0	40.5	203.0	112.5	42.1	35.5	57.2	66.7	66.7	207.2	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.0	40.5	203.0	112.5	42.1	35.5	57.2	66.7	66.7	207.2	25.9	25.9
LOS by Move:	F	D	F	F	D	D	E	E	E	F	C	C
HCM2kAvgQ:	6	15	44	5	16	6	6	25	25	40	11	11

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	16	Average Delay (sec/veh):	44.7
Optimal Cycle:	143	Level Of Service:	D

Street Name:	Crenshaw Boulevard						190th Street					
Approach:	North Bound			South 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:	6	34	34	6	31	31	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	144	1650	229	163	1455	271	311	950	84	233	1085	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1650	229	163	1455	271	311	950	84	233	1085	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1650	229	163	1455	271	311	950	84	233	1085	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	152	1737	241	172	1532	285	327	1000	88	245	1142	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1737	241	172	1532	285	327	1000	88	245	1142	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:	152	1737	241	172	1532	285	327	1000	88	245	1142	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00
Final Sat.:	1805	5700	1615	1805	5700	1615	3249	5174	457	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.15	0.10	0.27	0.18	0.10	0.19	0.19	0.08	0.30	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.10	0.33	0.41	0.10	0.33	0.44	0.11	0.34	0.34	0.08	0.32	0.32
Volume/Cap:	0.86	0.94	0.36	0.94	0.82	0.41	0.94	0.56	0.56	0.90	0.94	0.33
Delay/Veh:	80.6	45.8	22.9	97.7	36.9	21.6	81.1	29.7	29.7	79.5	49.8	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.6	45.8	22.9	97.7	36.9	21.6	81.1	29.7	29.7	79.5	49.8	28.7
LOS by Move:	F	D	C	F	D	C	F	C	C	E	D	C
HCM2kAvgQ:	8	24	6	9	18	7	10	10	10	7	23	4

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Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	16	Average Delay (sec/veh):	42.4
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Van Ness Avenue						190th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	6	28	28	6	6	6	6	31	31	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	92	424	154	211	668	195	101	1306	149	186	1312	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	424	154	211	668	195	101	1306	149	186	1312	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	424	154	211	668	195	101	1306	149	186	1312	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	446	162	222	703	205	106	1375	157	196	1381	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	446	162	222	703	205	106	1375	157	196	1381	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:	97	446	162	222	703	205	106	1375	157	196	1381	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.99	0.99
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.83	0.17
Final Sat.:	3249	3800	1615	1805	3800	1615	1805	5700	1615	1805	3434	317
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.10	0.12	0.19	0.13	0.06	0.24	0.10	0.11	0.40	0.40
Crit Moves:		****		****			****				****	
Green/Cycle:	0.08	0.23	0.23	0.13	0.29	0.35	0.06	0.35	0.35	0.15	0.44	0.44
Volume/Cap:	0.38	0.50	0.43	0.92	0.64	0.36	0.92	0.69	0.28	0.73	0.92	0.92
Delay/Veh:	53.5	40.4	40.0	88.9	38.5	29.2	115.7	34.2	28.2	58.9	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	40.4	40.0	88.9	38.5	29.2	115.7	34.2	28.2	58.9	41.0	41.0
LOS by Move:	D	D	D	F	D	C	F	C	C	E	D	D
HCM2kAvgQ:	2	7	5	12	12	6	7	15	4	8	30	30

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

Intersection #7 Prairie Avenue/Madrona Avenue at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	16	Average Delay (sec/veh):	45.1
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Prairie Avenue/Madrona Avenu						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	31	31	6	38	38	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	167	1256	111	237	1384	366	476	462	195	242	834	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1256	111	237	1384	366	476	462	195	242	834	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1256	111	237	1384	366	476	462	195	242	834	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	176	1322	117	249	1457	385	501	486	205	255	878	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1322	117	249	1457	385	501	486	205	255	878	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1322	117	249	1457	385	501	486	205	255	878	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5700	1615	3249	3800	1615	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.07	0.08	0.26	0.24	0.15	0.13	0.13	0.08	0.23	0.09
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.28	0.28	0.09	0.30	0.30	0.18	0.40	0.40	0.10	0.32	0.32
Volume/Cap:	0.85	0.84	0.26	0.84	0.84	0.79	0.84	0.32	0.32	0.79	0.73	0.29
Delay/Veh:	82.8	45.3	34.3	72.7	43.1	46.5	57.8	24.8	25.0	65.2	38.7	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	45.3	34.3	72.7	43.1	46.5	57.8	24.8	25.0	65.2	38.7	31.2
LOS by Move:	F	D	C	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	6	18	3	7	19	15	12	6	5	7	15	4

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	12	Average Delay (sec/veh):	19.8
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Maple Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	24	0	24	0	0	0	0	17	17	6	6	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	366	0	312	0	0	0	0	590	242	91	820	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	0	312	0	0	0	0	590	242	91	820	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	366	0	312	0	0	0	0	590	242	91	820	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	385	0	328	0	0	0	0	621	255	96	863	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	0	328	0	0	0	0	621	255	96	863	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	0	328	0	0	0	0	621	255	96	863	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.96	0.96	0.95	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.42	0.58	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	2576	1057	1805	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.20	0.00	0.00	0.00	0.00	0.24	0.24	0.05	0.23	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.36	0.00	0.46	0.00	0.00	0.00	0.00	0.41	0.41	0.09	0.50	0.00
Volume/Cap:	0.59	0.00	0.45	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.45	0.00
Delay/Veh:	24.5	0.0	17.2	0.0	0.0	0.0	0.0	21.1	21.1	44.7	14.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	0.0	17.2	0.0	0.0	0.0	0.0	21.1	21.1	44.7	14.6	0.0
LOS by Move:	C	A	B	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	9	0	6	0	0	0	0	10	10	4	8	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	16	Average Delay (sec/veh):	39.9
Optimal Cycle:	99	Level Of Service:	D

Street Name:	Crenshaw Blvd						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	28	28	6	31	31	6	31	31	6	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	93	1786	170	73	1599	78	186	660	101	207	609	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1786	170	73	1599	78	186	660	101	207	609	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1786	170	73	1599	78	186	660	101	207	609	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	1880	179	77	1683	82	196	695	106	218	641	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1880	179	77	1683	82	196	695	106	218	641	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1880	179	77	1683	82	196	695	106	218	641	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.99	0.99	0.95	0.99	0.99	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	2.74	0.26	1.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	5137	489	1805	5397	263	3249	3800	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.04	0.31	0.31	0.06	0.18	0.07	0.12	0.17	0.03
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.42	0.42	0.05	0.40	0.40	0.08	0.26	0.26	0.14	0.32	0.32
Volume/Cap:	0.78	0.87	0.87	0.85	0.78	0.78	0.80	0.71	0.25	0.87	0.52	0.09
Delay/Veh:	81.0	35.7	35.7	106.5	33.2	33.2	71.9	42.8	35.7	77.3	33.6	28.5
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:	81.0	35.7	35.7	106.5	33.2	33.2	71.9	42.8	35.7	77.3	33.6	28.5
LOS by Move:	F	D	D	F	C	C	E	D	D	E	C	C
HCM2kAvgQ:	5	26	26	5	20	20	6	13	3	11	10	1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	12	Average Delay (sec/veh):	26.1
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Van Ness Avenue						Del Amo Boulevard					
Approach:	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:	6	24	24	6	28	28	6	24	24	6	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	1 0		1 0 1	1 0		2 0 1	0 1		1 0 2	0 1	
Volume Module:												
Base Vol:	125	678	118	77	574	300	275	525	101	82	431	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	678	118	77	574	300	275	525	101	82	431	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	678	118	77	574	300	275	525	101	82	431	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	714	124	81	604	316	289	553	106	86	454	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	714	124	81	604	316	289	553	106	86	454	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	714	124	81	604	316	289	553	106	86	454	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.98	0.98	0.26	0.95	0.95	0.86	1.00	0.85	0.95	1.00	0.85
Lanes:	1.00	1.70	0.30	1.00	1.31	0.69	2.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	429	3165	551	490	2368	1238	3249	1900	1615	1805	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.23	0.17	0.26	0.26	0.09	0.29	0.07	0.05	0.12	0.04
Crit Moves:	****						****					****
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.14	0.33	0.33	0.07	0.27	0.27
Volume/Cap:	0.66	0.49	0.49	0.36	0.55	0.55	0.66	0.89	0.20	0.64	0.45	0.14
Delay/Veh:	26.5	16.9	16.9	16.4	17.7	17.7	40.6	43.6	22.0	50.2	27.8	25.3
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:	26.5	16.9	16.9	16.4	17.7	17.7	40.6	43.6	22.0	50.2	27.8	25.3
LOS by Move:	C	B	B	B	B	B	D	D	C	D	C	C
HCM2kAvgQ:	4	8	8	2	9	9	5	18	2	4	6	1

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	12	Average Delay (sec/veh):	24.6
Optimal Cycle:	109	Level Of Service:	C

Street Name:	Western Avenue						Del Amo Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	24	24	24	28	28	28	6	6	6
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	88	1144	14	44	1584	407	673	70	204	13	31	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1144	14	44	1584	407	673	70	204	13	31	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1144	14	44	1584	407	673	70	204	13	31	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	1204	15	46	1667	428	708	74	215	14	33	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1204	15	46	1667	428	708	74	215	14	33	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1204	15	46	1667	428	708	74	215	14	33	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	1.00	1.00	0.14	0.97	0.97	0.96	0.96	0.85	0.94	0.94	0.94
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.81	0.19	1.00	0.19	0.45	0.36
Final Sat.:	173	3747	46	258	4394	1129	3294	343	1615	337	804	649
Capacity Analysis Module:												
Vol/Sat:	0.54	0.32	0.32	0.18	0.38	0.38	0.22	0.22	0.13	0.04	0.04	0.04
Crit Moves:	****						****			****		
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.31	0.31	0.31	0.07	0.07	0.07
Volume/Cap:	1.10	0.66	0.66	0.37	0.78	0.78	0.69	0.69	0.43	0.61	0.61	0.61
Delay/Veh:	149.3	18.2	18.2	16.1	20.4	20.4	29.1	29.1	25.2	49.6	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.3	18.2	18.2	16.1	20.4	20.4	29.1	29.1	25.2	49.6	49.6	49.6
LOS by Move:	F	B	B	B	C	C	C	C	C	D	D	D
HCM2kAvgQ:	6	13	13	1	17	17	11	11	5	3	3	3

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PM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	16	Average Delay (sec/veh):	26.0
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Crenshaw Boulevard						208th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	24	24	6	17	17	0	0	0	31	0	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	32	1885	50	55	1871	16	8	0	40	142	0	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	1885	50	55	1871	16	8	0	40	142	0	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1885	50	55	1871	16	8	0	40	142	0	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	1984	53	58	1969	17	8	0	42	149	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1984	53	58	1969	17	8	0	42	149	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	1984	53	58	1969	17	8	0	42	149	0	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	0.95	1.00	1.00	0.88	1.00	0.88	0.86	1.00	0.85
Lanes:	1.00	2.92	0.08	1.00	2.97	0.03	0.17	0.00	0.83	2.00	0.00	1.00
Final Sat.:	1805	5531	147	1805	5646	48	279	0	1395	3249	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.03	0.35	0.35	0.03	0.00	0.03	0.05	0.00	0.11
Crit Moves:		****		****			****			****		
Green/Cycle:	0.07	0.51	0.51	0.05	0.49	0.49	0.04	0.00	0.04	0.26	0.00	0.26
Volume/Cap:	0.26	0.70	0.70	0.64	0.71	0.71	0.70	0.00	0.70	0.18	0.00	0.44
Delay/Veh:	53.9	22.8	22.8	70.6	24.4	24.4	82.3	0.0	82.3	34.7	0.0	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	22.8	22.8	70.6	24.4	24.4	82.3	0.0	82.3	34.7	0.0	38.0
LOS by Move:	D	C	C	E	C	C	F	A	F	C	A	D
HCM2kAvgQ:	1	19	19	3	19	19	3	0	3	2	0	6

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PM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	16	Average Delay (sec/veh):	36.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	34	34	6	34	34	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	142	1003	132	153	1278	260	287	772	224	311	713	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1003	132	153	1278	260	287	772	224	311	713	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1003	132	153	1278	260	287	772	224	311	713	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	149	1056	139	161	1345	274	302	813	236	327	751	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1056	139	161	1345	274	302	813	236	327	751	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	1056	139	161	1345	274	302	813	236	327	751	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	1.00	0.85	0.86	1.00	0.85	0.86	0.98	0.98
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.52	0.48
Final Sat.:	3249	4951	652	3249	5700	1615	3249	3800	1615	3249	4672	891
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.05	0.24	0.17	0.09	0.21	0.15	0.10	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.32	0.32	0.06	0.32	0.32	0.13	0.36	0.36	0.12	0.35	0.35
Volume/Cap:	0.74	0.66	0.66	0.80	0.74	0.53	0.74	0.60	0.41	0.87	0.47	0.47
Delay/Veh:	63.9	33.2	33.2	70.6	34.9	31.6	53.2	29.8	27.2	66.7	28.3	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:	63.9	33.2	33.2	70.6	34.9	31.6	53.2	29.8	27.2	66.7	28.3	28.3
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	12	12	5	15	8	7	12	6	9	8	8

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PM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Crenshaw Blvd						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	34	34	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	151	1420	205	225	1390	156	141	827	97	198	775	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1420	205	225	1390	156	141	827	97	198	775	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	1420	205	225	1390	156	141	827	97	198	775	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	159	1495	216	237	1463	164	148	871	102	208	816	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1495	216	237	1463	164	148	871	102	208	816	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1495	216	237	1463	164	148	871	102	208	816	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.98	0.98	0.86	0.99	0.99	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	2.62	0.38	2.00	2.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3249	4886	705	3249	5048	567	3249	3800	1615	3249	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.07	0.29	0.29	0.05	0.23	0.06	0.06	0.14	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.35	0.35	0.08	0.36	0.36	0.06	0.34	0.34	0.07	0.35	0.35
Volume/Cap:	0.76	0.89	0.89	0.89	0.80	0.80	0.74	0.67	0.19	0.89	0.41	0.27
Delay/Veh:	61.3	36.2	36.2	73.2	30.8	30.8	59.6	29.7	23.4	76.4	24.7	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	36.2	36.2	73.2	30.8	30.8	59.6	29.7	23.4	76.4	24.7	23.6
LOS by Move:	E	D	D	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	20	20	7	17	17	4	12	2	6	6	3

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PM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	16	Average Delay (sec/veh):	35.9
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Western Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	21	21	6	21	21	6	28	28	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	79	852	139	163	1314	293	162	1128	173	137	864	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	852	139	163	1314	293	162	1128	173	137	864	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	852	139	163	1314	293	162	1128	173	137	864	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	897	146	172	1383	308	171	1187	182	144	909	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	897	146	172	1383	308	171	1187	182	144	909	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	897	146	172	1383	308	171	1187	182	144	909	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.98	0.95	1.00	0.85	0.95	0.98	0.98	0.95	1.00	0.85
Lanes:	1.00	1.72	0.28	1.00	3.00	1.00	1.00	2.60	0.40	1.00	3.00	1.00
Final Sat.:	1805	3198	522	1805	5700	1615	1805	4843	743	1805	5700	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.10	0.24	0.19	0.09	0.25	0.25	0.08	0.16	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.30	0.30	0.10	0.32	0.32	0.10	0.33	0.33	0.08	0.31	0.31
Volume/Cap:	0.52	0.92	0.92	0.92	0.76	0.60	0.92	0.74	0.74	0.94	0.51	0.16
Delay/Veh:	42.4	42.1	42.1	83.5	29.3	27.6	83.7	28.5	28.5	97.3	25.7	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	42.1	42.1	83.5	29.3	27.6	83.7	28.5	28.5	97.3	25.7	22.6
LOS by Move:	D	D	D	F	C	C	F	C	C	F	C	C
HCM2kAvgQ:	3	18	18	8	13	8	8	13	13	7	7	2

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PM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	16	Average Delay (sec/veh):	40.9
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Crenshaw Blvd						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	34	34	6	34	34	6	38	38	6	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	141	1368	227	265	1381	139	177	1076	63	326	969	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1368	227	265	1381	139	177	1076	63	326	969	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	1368	227	265	1381	139	177	1076	63	326	969	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	1440	239	279	1454	146	186	1133	66	343	1020	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1440	239	279	1454	146	186	1133	66	343	1020	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1440	239	279	1454	146	186	1133	66	343	1020	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	0.99	0.99	0.86	0.99	0.99	0.86	1.00	0.85
Lanes:	2.00	3.00	1.00	2.00	2.73	0.27	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	3249	5700	1615	3249	5106	514	3249	5342	313	3249	3800	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.15	0.09	0.28	0.28	0.06	0.21	0.21	0.11	0.27	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.31	0.31	0.09	0.34	0.34	0.07	0.35	0.35	0.11	0.38	0.38
Volume/Cap:	0.76	0.82	0.48	0.96	0.84	0.84	0.80	0.61	0.61	0.96	0.70	0.24
Delay/Veh:	67.3	38.2	31.5	91.0	37.1	37.1	68.5	30.5	30.5	85.0	30.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	38.2	31.5	91.0	37.1	37.1	68.5	30.5	30.5	85.0	30.0	23.2
LOS by Move:	E	D	C	F	D	D	E	C	C	F	C	C
HCM2kAvgQ:	4	17	7	9	19	19	5	12	12	10	15	3

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PM Existing With Project (2013) [HCM]
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	120	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	16	Average Delay (sec/veh):	71.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Crenshaw Blvd						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	41	41	6	41	41	6	41	41	6	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1361	593	356	1363	227	200	1227	245	461	1195	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	305	1433	624	375	1435	239	211	1292	258	485	1258	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1433	624	375	1435	239	211	1292	258	485	1258	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	1433	624	375	1435	239	211	1292	258	485	1258	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85	0.86	1.00	0.85
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3249	7600	1615	3249	5700	1615	3249	5700	1615	3249	7600	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.39	0.12	0.25	0.15	0.06	0.23	0.16	0.15	0.17	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.34	0.34	0.08	0.34	0.34	0.07	0.34	0.34	0.10	0.37	0.37
Volume/Cap:	1.18	0.55	1.13	1.44	0.74	0.43	0.91	0.66	0.47	1.44	0.44	0.34
Delay/Veh:	167.2	32.3	119.4	275.4	36.3	31.1	91.9	34.5	31.6	269.6	28.3	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.2	32.3	119.4	275.4	36.3	31.1	91.9	34.5	31.6	269.6	28.3	27.2
LOS by Move:	F	C	F	F	D	C	F	C	C	F	C	C
HCM2kAvgQ:	12	11	35	17	17	7	7	14	8	22	9	5

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

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	12	Average Delay (sec/veh):	15.1
Optimal Cycle:	70	Level Of Service:	B

Street Name:	Crenshaw Boulevard						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	6	6	0	0	21	21	31	0	31	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	0	0 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	23	1919	0	0	2037	16	48	0	69	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1919	0	0	2037	16	48	0	69	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1919	0	0	2037	16	48	0	69	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	2020	0	0	2144	17	51	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2020	0	0	2144	17	51	0	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	2020	0	0	2144	17	51	0	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	1.00	1.00	1.00	0.85	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	5700	0	0	5700	1615	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.00	0.00	0.38	0.01	0.03	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.05	0.64	0.00	0.00	0.59	0.59	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.27	0.55	0.00	0.00	0.64	0.02	0.11	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	56.5	12.1	0.0	0.0	16.4	10.1	34.1	0.0	34.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	12.1	0.0	0.0	16.4	10.1	34.1	0.0	34.8	0.0	0.0	0.0
LOS by Move:	E	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	1	14	0	0	17	0	1	0	2	0	0	0

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APPENDIX D-III

EXISTING WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS (HCM METHODOLOGY)

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