APPENDIX E

YEAR 2015 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS (ICU METHODOLOGY)

APPENDIX E-I

YEAR 2015 WITHOUT PROJECT TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	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:	0	0	0	0	0	0	0	0	0	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	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	58	770	629	23	1118	129	123	303	147	694	534	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	770	629	23	1118	129	123	303	147	694	534	317
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:	58	770	629	23	1118	129	123	303	147	694	534	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	770	629	23	1118	129	123	303	147	694	534	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	770	629	23	1118	129	123	303	147	694	534	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:	58	770	629	23	1118	129	123	303	147	694	534	317
OvlAdjVol:			114									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.00	1.35	0.65	1.35	1.04	0.61
Final Sat.:	1600	3200	1600	1600	4303	497	1600	2155	1045	2155	1659	986
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.39	0.01	0.26	0.26	0.08	0.14	0.14	0.32	0.32	0.32
OvlAdjV/S:			0.07									
Crit Moves:	****				****				****	****		

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

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:	0	0	0	0	0	0	0	0	0	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	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	1000	0	38	0	0	0	0	525	420	161	564	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:	1000	0	38	0	0	0	0	525	420	161	564	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:	1000	0	38	0	0	0	0	525	420	161	564	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1000	0	38	0	0	0	0	525	420	161	564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	0	38	0	0	0	0	525	420	161	564	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:	1000	0	38	0	0	0	0	525	420	161	564	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3083	0	117	0	0	0	0	1778	1422	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.30	0.30	0.10	0.18	0.00
Crit Moves:			****					****		****		

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.222
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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:	559	1409	0	0	1655	391	84	0	1025	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:	559	1409	0	0	1655	391	84	0	1025	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:	559	1409	0	0	1655	391	84	0	1025	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	559	1409	0	0	1655	391	84	0	1025	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	1409	0	0	1655	391	84	0	1025	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:	559	1409	0	0	1655	391	84	0	1025	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.43	0.57	0.15	0.00	1.85	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3883	917	242	0	2958	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.29	0.00	0.00	0.43	0.43	0.35	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****		****					

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AM Cumulative (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.302
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	0	0	0	0	0	0	0	0	0	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	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	128	1072	640	61	1366	170	148	1162	83	600	956	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1072	640	61	1366	170	148	1162	83	600	956	72
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:	128	1072	640	61	1366	170	148	1162	83	600	956	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1072	640	61	1366	170	148	1162	83	600	956	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1072	640	61	1366	170	148	1162	83	600	956	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1072	640	61	1366	170	148	1162	83	600	956	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13	1.00	2.79	0.21
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2987	213	1600	4464	336
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.40	0.04	0.28	0.11	0.05	0.39	0.39	0.38	0.21	0.21
Crit Moves:			****	****				****		****		

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.998
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	144	1383	324	190	1766	359	403	1186	89	285	961	94
Growth Adj:	1.00	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	1383	324	190	1766	359	403	1186	89	285	961	94
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	1383	324	190	1766	359	403	1186	89	285	961	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1383	324	190	1766	359	403	1186	89	285	961	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1383	324	190	1766	359	403	1186	89	285	961	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1383	324	190	1766	359	403	1186	89	285	961	94
OvlAdjVol:			166			135						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.79	0.21	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4465	335	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.20	0.12	0.37	0.22	0.14	0.27	0.27	0.10	0.30	0.06
OvlAdjV/S:			0.10			0.08						
Crit Moves:	****				****		****				****	

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.005
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	105	625	219	83	411	181	167	1184	82	111	1582	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:	105	625	219	83	411	181	167	1184	82	111	1582	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:	105	625	219	83	411	181	167	1184	82	111	1582	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	625	219	83	411	181	167	1184	82	111	1582	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	625	219	83	411	181	167	1184	82	111	1582	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	625	219	83	411	181	167	1184	82	111	1582	190
OvlAdjVol:						14						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.79	0.21
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2857	343
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.14	0.05	0.13	0.11	0.10	0.25	0.05	0.07	0.55	0.55
OvlAdjV/S:						0.01						
Crit Moves:		****		****			****				****	

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	221	1253	289	190	1330	336	397	691	136	241	562	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1253	289	190	1330	336	397	691	136	241	562	93
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:	221	1253	289	190	1330	336	397	691	136	241	562	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1253	289	190	1330	336	397	691	136	241	562	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1253	289	190	1330	336	397	691	136	241	562	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1253	289	190	1330	336	397	691	136	241	562	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.18	0.07	0.28	0.21	0.14	0.22	0.09	0.08	0.18	0.06
Crit Moves:	****				****		****				****	

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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:	0	0	0	0	0	0	0	0	0	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	209	0	62	0	0	0	0	892	300	264	740	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:	209	0	62	0	0	0	0	892	300	264	740	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:	209	0	62	0	0	0	0	892	300	264	740	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	0	62	0	0	0	0	892	300	264	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	62	0	0	0	0	892	300	264	740	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:	209	0	62	0	0	0	0	892	300	264	740	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2395	805	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.37	0.37	0.17	0.23	0.00
Crit Moves:	****							****		****		

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AM Cumulative (2015)
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Linscott, Law & Greenspan, Engineers

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

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	0	0	0	0	0	0	0	0	0	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	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	105	1629	245	83	1828	227	130	433	124	258	558	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1629	245	83	1828	227	130	433	124	258	558	65
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:	105	1629	245	83	1828	227	130	433	124	258	558	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1629	245	83	1828	227	130	433	124	258	558	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1629	245	83	1828	227	130	433	124	258	558	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1629	245	83	1828	227	130	433	124	258	558	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.61	0.39	1.00	2.67	0.33	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4172	628	1600	4270	530	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.05	0.43	0.43	0.05	0.14	0.08	0.16	0.17	0.04
Crit Moves:	****				****			****			****	

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AM Cumulative (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	79	582	50	44	596	233	366	331	47	158	569	67
Growth Adj:	1.00	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	582	50	44	596	233	366	331	47	158	569	67
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	582	50	44	596	233	366	331	47	158	569	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	582	50	44	596	233	366	331	47	158	569	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	582	50	44	596	233	366	331	47	158	569	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	582	50	44	596	233	366	331	47	158	569	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
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.:	1600	2947	253	1600	2301	899	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.03	0.26	0.26	0.13	0.21	0.03	0.10	0.18	0.04
Crit Moves:	****				****		****				****	

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	148	1356	20	19	1212	733	308	30	73	19	146	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:	148	1356	20	19	1212	733	308	30	73	19	146	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:	148	1356	20	19	1212	733	308	30	73	19	146	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1356	20	19	1212	733	308	30	73	19	146	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1356	20	19	1212	733	308	30	73	19	146	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1356	20	19	1212	733	308	30	73	19	146	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.82	0.18	1.00	0.08	0.62	0.30
Final Sat.:	1600	3153	47	1600	3200	1600	2916	284	1600	129	990	481
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.43	0.01	0.38	0.46	0.11	0.11	0.05	0.15	0.15	0.15
Crit Moves:	****					****	****					****

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AM Cumulative (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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	0	0	0	0	0	0	0	0	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:	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	1930	136	200	1990	0	0	0	0	38	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	136	200	1990	0	0	0	0	38	0	49
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	1930	136	200	1990	0	0	0	0	38	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1930	136	200	1990	0	0	0	0	38	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1930	136	200	1990	0	0	0	0	38	0	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1930	136	200	1990	0	0	0	0	38	0	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
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	4484	316	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.13	0.41	0.00	0.00	0.00	0.00	0.01	0.00	0.03
Crit Moves:		****		****								****

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AM Cumulative (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	182	1131	155	165	1090	273	323	913	98	159	898	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1131	155	165	1090	273	323	913	98	159	898	107
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:	182	1131	155	165	1090	273	323	913	98	159	898	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1131	155	165	1090	273	323	913	98	159	898	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1131	155	165	1090	273	323	913	98	159	898	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1131	155	165	1090	273	323	913	98	159	898	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
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.:	2880	4221	579	2880	4800	1600	2880	3200	1600	2880	4289	511
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.06	0.23	0.17	0.11	0.29	0.06	0.06	0.21	0.21
Crit Moves:		****		****				****		****		

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AM Cumulative (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	171	1649	258	106	1190	123	232	858	89	218	933	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1649	258	106	1190	123	232	858	89	218	933	203
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:	171	1649	258	106	1190	123	232	858	89	218	933	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1649	258	106	1190	123	232	858	89	218	933	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1649	258	106	1190	123	232	858	89	218	933	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1649	258	106	1190	123	232	858	89	218	933	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.59	0.41	2.00	2.72	0.28	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4151	649	2880	4350	450	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.04	0.27	0.27	0.08	0.27	0.06	0.08	0.19	0.13
Crit Moves:		****		****				****		****		

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	114	1177	81	73	704	208	211	739	62	148	1134	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:	114	1177	81	73	704	208	211	739	62	148	1134	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:	114	1177	81	73	704	208	211	739	62	148	1134	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1177	81	73	704	208	211	739	62	148	1134	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1177	81	73	704	208	211	739	62	148	1134	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1177	81	73	704	208	211	739	62	148	1134	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1600	2994	206	1600	4800	1600	1600	4428	372	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.05	0.15	0.13	0.13	0.17	0.17	0.09	0.24	0.10
Crit Moves:		****		****			****				****	

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	112	1686	289	203	1199	114	217	867	56	292	1040	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:	112	1686	289	203	1199	114	217	867	56	292	1040	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:	112	1686	289	203	1199	114	217	867	56	292	1040	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1686	289	203	1199	114	217	867	56	292	1040	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1686	289	203	1199	114	217	867	56	292	1040	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1686	289	203	1199	114	217	867	56	292	1040	194
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.74	0.26	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4383	417	2880	4509	291	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.18	0.07	0.27	0.27	0.08	0.19	0.19	0.10	0.33	0.12
Crit Moves:		****		****			****				****	

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AM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

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:	0	0	0	0	0	0	0	0	0	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:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	268	1409	248	190	1147	149	208	977	157	471	1450	346
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1409	248	190	1147	149	208	977	157	471	1450	346
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:	268	1409	248	190	1147	149	208	977	157	471	1450	346
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	1409	248	190	1147	149	208	977	157	471	1450	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1409	248	190	1147	149	208	977	157	471	1450	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	1409	248	190	1147	149	208	977	157	471	1450	346
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.16	0.07	0.24	0.09	0.07	0.20	0.10	0.16	0.23	0.22
Crit Moves:	****				****			****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.013
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	169	1211	1005	73	1073	182	179	420	87	564	747	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1211	1005	73	1073	182	179	420	87	564	747	273
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:	169	1211	1005	73	1073	182	179	420	87	564	747	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1211	1005	73	1073	182	179	420	87	564	747	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1211	1005	73	1073	182	179	420	87	564	747	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1211	1005	73	1073	182	179	420	87	564	747	273
OvlAdjVol:			476									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.56	0.44	1.00	1.66	0.34	1.07	1.41	0.52
Final Sat.:	1600	3200	1600	1600	4104	696	1600	2651	549	1707	2264	829
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.63	0.05	0.26	0.26	0.11	0.16	0.16	0.33	0.33	0.33
OvlAdjV/S:			0.30									
Crit Moves:		****		****				****			****	

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.995
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	878	0	30	0	0	0	0	785	721	225	722	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:	878	0	30	0	0	0	0	785	721	225	722	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:	878	0	30	0	0	0	0	785	721	225	722	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	878	0	30	0	0	0	0	785	721	225	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	878	0	30	0	0	0	0	785	721	225	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:	878	0	30	0	0	0	0	785	721	225	722	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.04	0.96	1.00	2.00	0.00
Final Sat.:	3094	0	106	0	0	0	0	1668	1532	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.47	0.47	0.14	0.23	0.00
Crit Moves:			****					****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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:	414	2241	0	0	1527	219	112	0	762	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:	414	2241	0	0	1527	219	112	0	762	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:	414	2241	0	0	1527	219	112	0	762	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	2241	0	0	1527	219	112	0	762	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	2241	0	0	1527	219	112	0	762	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:	414	2241	0	0	1527	219	112	0	762	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.62	0.38	0.26	0.00	1.74	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4198	602	410	0	2790	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.47	0.00	0.00	0.36	0.36	0.27	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.204
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	0	0	0	0	0	0	0	0	0	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	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	87	1219	613	77	1250	194	219	891	135	563	1092	106
Growth Adj:	1.00	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	1219	613	77	1250	194	219	891	135	563	1092	106
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	1219	613	77	1250	194	219	891	135	563	1092	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1219	613	77	1250	194	219	891	135	563	1092	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1219	613	77	1250	194	219	891	135	563	1092	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1219	613	77	1250	194	219	891	135	563	1092	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.74	0.26	1.00	2.73	0.27
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2779	421	1600	4375	425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.38	0.05	0.26	0.12	0.08	0.32	0.32	0.35	0.25	0.25
Crit Moves:			****	****				****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.081
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	151	1961	240	178	1587	289	331	971	93	250	1109	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:	151	1961	240	178	1587	289	331	971	93	250	1109	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:	151	1961	240	178	1587	289	331	971	93	250	1109	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	1961	240	178	1587	289	331	971	93	250	1109	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1961	240	178	1587	289	331	971	93	250	1109	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	1961	240	178	1587	289	331	971	93	250	1109	176
OvlAdjVol:			101			105						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.74	0.26	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4380	420	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.15	0.11	0.33	0.18	0.11	0.22	0.22	0.09	0.35	0.11
OvlAdjV/S:			0.06			0.07						
Crit Moves:		****			****			****			****	

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	94	432	157	215	681	199	103	1329	152	190	1339	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	432	157	215	681	199	103	1329	152	190	1339	123
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	432	157	215	681	199	103	1329	152	190	1339	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	432	157	215	681	199	103	1329	152	190	1339	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	432	157	215	681	199	103	1329	152	190	1339	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	432	157	215	681	199	103	1329	152	190	1339	123
OvlAdjVol:						96						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.83	0.17
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.10	0.13	0.21	0.12	0.06	0.28	0.10	0.12	0.46	0.46
OvlAdjV/S:						0.06						
Crit Moves:		****			****			****			****	

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	170	1287	309	242	1417	373	486	515	199	328	884	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1287	309	242	1417	373	486	515	199	328	884	145
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:	170	1287	309	242	1417	373	486	515	199	328	884	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1287	309	242	1417	373	486	515	199	328	884	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1287	309	242	1417	373	486	515	199	328	884	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:	170	1287	309	242	1417	373	486	515	199	328	884	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.19	0.08	0.30	0.23	0.17	0.16	0.12	0.11	0.28	0.09
Crit Moves:	****				****		****				****	

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	0	0	0	0	0	0	0	0	0	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	373	0	318	0	0	0	0	842	247	93	950	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:	373	0	318	0	0	0	0	842	247	93	950	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:	373	0	318	0	0	0	0	842	247	93	950	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	0	318	0	0	0	0	842	247	93	950	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	0	318	0	0	0	0	842	247	93	950	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:	373	0	318	0	0	0	0	842	247	93	950	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2474	726	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.20	0.00	0.00	0.00	0.00	0.34	0.34	0.06	0.30	0.00
Crit Moves:	****							****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	2	1 0	1 0	2	1 0	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	107	1929	184	80	1667	159	368	727	112	215	643	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1929	184	80	1667	159	368	727	112	215	643	53
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:	107	1929	184	80	1667	159	368	727	112	215	643	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1929	184	80	1667	159	368	727	112	215	643	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1929	184	80	1667	159	368	727	112	215	643	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1929	184	80	1667	159	368	727	112	215	643	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.74	0.26	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4382	418	1600	4382	418	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.05	0.38	0.38	0.13	0.23	0.07	0.13	0.20	0.03
Crit Moves:		****		****				****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	692	121	79	585	306	281	600	109	85	466	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	692	121	79	585	306	281	600	109	85	466	57
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:	134	692	121	79	585	306	281	600	109	85	466	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	692	121	79	585	306	281	600	109	85	466	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	692	121	79	585	306	281	600	109	85	466	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	692	121	79	585	306	281	600	109	85	466	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
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.:	1600	2724	476	1600	2101	1099	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.05	0.28	0.28	0.10	0.38	0.07	0.05	0.15	0.04
Crit Moves:	****				****			****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	90	1189	14	45	1637	415	686	137	208	13	59	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1189	14	45	1637	415	686	137	208	13	59	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1189	14	45	1637	415	686	137	208	13	59	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1189	14	45	1637	415	686	137	208	13	59	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1189	14	45	1637	415	686	137	208	13	59	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:	90	1189	14	45	1637	415	686	137	208	13	59	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.67	0.33	1.00	0.13	0.60	0.27
Final Sat.:	1600	3163	37	1600	3829	971	2667	533	1600	212	963	424
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.03	0.43	0.43	0.26	0.26	0.13	0.06	0.06	0.06
Crit Moves:	****				****		****				****	

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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	0	0	0	0	0	0	0	0	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:	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	2062	51	56	1974	0	0	0	0	145	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2062	51	56	1974	0	0	0	0	145	0	180
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	2062	51	56	1974	0	0	0	0	145	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2062	51	56	1974	0	0	0	0	145	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2062	51	56	1974	0	0	0	0	145	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2062	51	56	1974	0	0	0	0	145	0	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.93	0.07	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4684	116	1600	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.04	0.41	0.00	0.00	0.00	0.00	0.05	0.00	0.11
Crit Moves:		****		****								****

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	146	1033	135	160	1313	265	293	794	229	317	753	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1033	135	160	1313	265	293	794	229	317	753	143
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:	146	1033	135	160	1313	265	293	794	229	317	753	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1033	135	160	1313	265	293	794	229	317	753	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1033	135	160	1313	265	293	794	229	317	753	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:	146	1033	135	160	1313	265	293	794	229	317	753	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
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.:	2880	4245	555	2880	4800	1600	2880	3200	1600	2880	4034	766
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.06	0.27	0.17	0.10	0.25	0.14	0.11	0.19	0.19
Crit Moves:	****				****			****			****	

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	158	1469	218	246	1475	174	141	856	100	210	803	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1469	218	246	1475	174	141	856	100	210	803	151
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:	158	1469	218	246	1475	174	141	856	100	210	803	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1469	218	246	1475	174	141	856	100	210	803	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1469	218	246	1475	174	141	856	100	210	803	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1469	218	246	1475	174	141	856	100	210	803	151
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.61	0.39	2.00	2.68	0.32	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4180	620	2880	4294	506	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.09	0.34	0.34	0.05	0.27	0.06	0.07	0.17	0.09
Crit Moves:		****		****				****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	0	0	0	0	0	0	0	0	0	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	1	1 0	1 0	3 0	1	1 0	2	1 0	1 0	3 0	1
Volume Module:												
Base Vol:	87	869	144	173	1340	313	179	1169	178	142	881	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	869	144	173	1340	313	179	1169	178	142	881	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	869	144	173	1340	313	179	1169	178	142	881	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	869	144	173	1340	313	179	1169	178	142	881	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	869	144	173	1340	313	179	1169	178	142	881	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	869	144	173	1340	313	179	1169	178	142	881	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	1600	2745	455	1600	4800	1600	1600	4166	634	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.11	0.28	0.20	0.11	0.28	0.28	0.09	0.18	0.05
Crit Moves:		****		****				****		****		

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	144	1433	232	264	1488	136	179	1098	64	333	988	145
Growth Adj:	1.00	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	1433	232	264	1488	136	179	1098	64	333	988	145
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	1433	232	264	1488	136	179	1098	64	333	988	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1433	232	264	1488	136	179	1098	64	333	988	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1433	232	264	1488	136	179	1098	64	333	988	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:	144	1433	232	264	1488	136	179	1098	64	333	988	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4398	402	2880	4536	264	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.15	0.09	0.34	0.34	0.06	0.24	0.24	0.12	0.31	0.09
Crit Moves:		****		****			****				****	

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PM Cumulative (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.041
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
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:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	1399	606	395	1410	261	215	1257	252	471	1223	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.38	0.14	0.29	0.16	0.07	0.26	0.16	0.16	0.19	0.13
Crit Moves:			****	****				****		****		

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APPENDIX E-II

YEAR 2015 WITH PROJECT TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	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:	0	0	0	0	0	0	0	0	0	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	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	58	788	632	23	1133	129	123	303	147	705	534	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	788	632	23	1133	129	123	303	147	705	534	317
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:	58	788	632	23	1133	129	123	303	147	705	534	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	788	632	23	1133	129	123	303	147	705	534	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	788	632	23	1133	129	123	303	147	705	534	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:	58	788	632	23	1133	129	123	303	147	705	534	317
OvlAdjVol:			112									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.00	1.35	0.65	1.36	1.03	0.61
Final Sat.:	1600	3200	1600	1600	4309	491	1600	2155	1045	2177	1647	976
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.40	0.01	0.26	0.26	0.08	0.14	0.14	0.32	0.32	0.32
OvlAdjV/S:			0.07									
Crit Moves:	****				****				****			****

AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

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

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:	0	0	0	0	0	0	0	0	0	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	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	1011	0	38	0	0	0	0	525	423	161	564	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:	1011	0	38	0	0	0	0	525	423	161	564	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:	1011	0	38	0	0	0	0	525	423	161	564	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1011	0	38	0	0	0	0	525	423	161	564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1011	0	38	0	0	0	0	525	423	161	564	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:	1011	0	38	0	0	0	0	525	423	161	564	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.11	0.89	1.00	2.00	0.00
Final Sat.:	3084	0	116	0	0	0	0	1772	1428	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.30	0.30	0.10	0.18	0.00
Crit Moves:			****					****		****		

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.233
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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:	562	1430	0	0	1681	391	84	0	1036	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:	562	1430	0	0	1681	391	84	0	1036	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:	562	1430	0	0	1681	391	84	0	1036	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	562	1430	0	0	1681	391	84	0	1036	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	1430	0	0	1681	391	84	0	1036	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:	562	1430	0	0	1681	391	84	0	1036	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.43	0.57	0.15	0.00	1.85	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3894	906	240	0	2960	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.30	0.00	0.00	0.43	0.43	0.35	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****				****		****					

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.304
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	0	0	0	0	0	0	0	0	0	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 1		1 0 3	0 1		2 0 1	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	128	1072	640	61	1366	170	148	1169	83	600	958	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1072	640	61	1366	170	148	1169	83	600	958	72
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:	128	1072	640	61	1366	170	148	1169	83	600	958	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	1072	640	61	1366	170	148	1169	83	600	958	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	1072	640	61	1366	170	148	1169	83	600	958	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	1072	640	61	1366	170	148	1169	83	600	958	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.87	0.13	1.00	2.79	0.21
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2988	212	1600	4464	336
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.40	0.04	0.28	0.11	0.05	0.39	0.39	0.38	0.21	0.21
Crit Moves:			****	****				****		****		

AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	146	1407	326	190	1804	359	403	1186	96	292	961	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1407	326	190	1804	359	403	1186	96	292	961	94
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:	146	1407	326	190	1804	359	403	1186	96	292	961	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1407	326	190	1804	359	403	1186	96	292	961	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1407	326	190	1804	359	403	1186	96	292	961	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	1407	326	190	1804	359	403	1186	96	292	961	94
OvlAdjVol:			164			135						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.78	0.22	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4441	359	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.20	0.12	0.38	0.22	0.14	0.27	0.27	0.10	0.30	0.06
OvlAdjV/S:			0.10			0.08						
Crit Moves:	****				****		****				****	

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	105	625	219	83	411	181	167	1186	82	111	1589	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:	105	625	219	83	411	181	167	1186	82	111	1589	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:	105	625	219	83	411	181	167	1186	82	111	1589	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	625	219	83	411	181	167	1186	82	111	1589	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	625	219	83	411	181	167	1186	82	111	1589	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	625	219	83	411	181	167	1186	82	111	1589	190
OvlAdjVol:						14						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.79	0.21
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2858	342
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.14	0.05	0.13	0.11	0.10	0.25	0.05	0.07	0.56	0.56
OvlAdjV/S:						0.01						
Crit Moves:		****		****			****				****	

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	221	1253	289	190	1330	336	397	698	136	241	564	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1253	289	190	1330	336	397	698	136	241	564	93
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:	221	1253	289	190	1330	336	397	698	136	241	564	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1253	289	190	1330	336	397	698	136	241	564	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1253	289	190	1330	336	397	698	136	241	564	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1253	289	190	1330	336	397	698	136	241	564	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.18	0.07	0.28	0.21	0.14	0.22	0.09	0.08	0.18	0.06
Crit Moves:	****				****		****				****	

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	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:	0	0	0	0	0	0	0	0	0	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	209	0	62	0	0	0	0	899	300	264	742	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:	209	0	62	0	0	0	0	899	300	264	742	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:	209	0	62	0	0	0	0	899	300	264	742	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	0	62	0	0	0	0	899	300	264	742	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	0	62	0	0	0	0	899	300	264	742	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:	209	0	62	0	0	0	0	899	300	264	742	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.50	0.50	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2399	801	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.37	0.37	0.17	0.23	0.00
Crit Moves:	****							****		****		

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AM Cumulative With Project (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	2	1 0	1 0	2	1 0	2 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	107	1656	247	83	1880	227	130	433	131	265	558	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1656	247	83	1880	227	130	433	131	265	558	65
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:	107	1656	247	83	1880	227	130	433	131	265	558	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1656	247	83	1880	227	130	433	131	265	558	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1656	247	83	1880	227	130	433	131	265	558	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	1656	247	83	1880	227	130	433	131	265	558	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.61	0.39	1.00	2.68	0.32	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4177	623	1600	4283	517	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.40	0.05	0.44	0.44	0.05	0.14	0.08	0.17	0.17	0.04
Crit Moves:	****				****			****		****		

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	79	582	50	44	596	233	366	333	47	158	576	67
Growth Adj:	1.00	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	582	50	44	596	233	366	333	47	158	576	67
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	582	50	44	596	233	366	333	47	158	576	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	582	50	44	596	233	366	333	47	158	576	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	582	50	44	596	233	366	333	47	158	576	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	582	50	44	596	233	366	333	47	158	576	67
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
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.:	1600	2947	253	1600	2301	899	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.03	0.26	0.26	0.13	0.21	0.03	0.10	0.18	0.04
Crit Moves:	****				****		****				****	

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AM Cumulative With Project (2015)
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Linscott, Law & Greenspan, Engineers

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	148	1356	20	19	1212	733	308	32	73	19	153	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:	148	1356	20	19	1212	733	308	32	73	19	153	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:	148	1356	20	19	1212	733	308	32	73	19	153	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1356	20	19	1212	733	308	32	73	19	153	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1356	20	19	1212	733	308	32	73	19	153	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1356	20	19	1212	733	308	32	73	19	153	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.81	0.19	1.00	0.08	0.63	0.29
Final Sat.:	1600	3153	47	1600	3200	1600	2899	301	1600	125	1007	467
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.43	0.01	0.38	0.46	0.11	0.11	0.05	0.15	0.15	0.15
Crit Moves:	****					****		****		****		

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	0	0	0	0	0	0	0	0	0	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	2 1	0	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	40	1945	136	200	2048	8	16	0	32	38	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1945	136	200	2048	8	16	0	32	38	0	49
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	1945	136	200	2048	8	16	0	32	38	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1945	136	200	2048	8	16	0	32	38	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1945	136	200	2048	8	16	0	32	38	0	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1945	136	200	2048	8	16	0	32	38	0	49
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
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.:	1600	4486	314	1600	4781	19	533	0	1067	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.13	0.43	0.43	0.03	0.00	0.03	0.01	0.00	0.03
Crit Moves:		****		****			****					****

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AM Cumulative With Project (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	182	1131	155	165	1090	273	323	939	98	159	914	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1131	155	165	1090	273	323	939	98	159	914	107
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:	182	1131	155	165	1090	273	323	939	98	159	914	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1131	155	165	1090	273	323	939	98	159	914	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1131	155	165	1090	273	323	939	98	159	914	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1131	155	165	1090	273	323	939	98	159	914	107
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
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.:	2880	4221	579	2880	4800	1600	2880	3200	1600	2880	4297	503
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.06	0.23	0.17	0.11	0.29	0.06	0.06	0.21	0.21
Crit Moves:		****		****				****		****		

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	171	1716	258	123	1211	139	258	858	89	218	933	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1716	258	123	1211	139	258	858	89	218	933	233
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:	171	1716	258	123	1211	139	258	858	89	218	933	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	1716	258	123	1211	139	258	858	89	218	933	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1716	258	123	1211	139	258	858	89	218	933	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	1716	258	123	1211	139	258	858	89	218	933	233
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.61	0.39	2.00	2.69	0.31	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4173	627	2880	4306	494	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.41	0.04	0.28	0.28	0.09	0.27	0.06	0.08	0.19	0.15
Crit Moves:		****		****				****		****		

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	118	1177	81	73	704	208	211	755	63	148	1160	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:	118	1177	81	73	704	208	211	755	63	148	1160	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:	118	1177	81	73	704	208	211	755	63	148	1160	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1177	81	73	704	208	211	755	63	148	1160	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1177	81	73	704	208	211	755	63	148	1160	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1177	81	73	704	208	211	755	63	148	1160	159
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.77	0.23	1.00	3.00	1.00
Final Sat.:	1600	2994	206	1600	4800	1600	1600	4430	370	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.39	0.05	0.15	0.13	0.13	0.17	0.17	0.09	0.24	0.10
Crit Moves:		****		****			****				****	

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	112	1739	289	205	1217	116	224	867	56	292	1040	201
Growth Adj:	1.00	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	1739	289	205	1217	116	224	867	56	292	1040	201
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	1739	289	205	1217	116	224	867	56	292	1040	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1739	289	205	1217	116	224	867	56	292	1040	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1739	289	205	1217	116	224	867	56	292	1040	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1739	289	205	1217	116	224	867	56	292	1040	201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.74	0.26	2.00	2.82	0.18	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4382	418	2880	4509	291	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.18	0.07	0.28	0.28	0.08	0.19	0.19	0.10	0.33	0.13
Crit Moves:		****		****			****				****	

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	0	0	0	0	0	0	0	0	0	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:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	268	1446	248	192	1161	151	215	977	157	471	1450	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1446	248	192	1161	151	215	977	157	471	1450	354
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:	268	1446	248	192	1161	151	215	977	157	471	1450	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	1446	248	192	1161	151	215	977	157	471	1450	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1446	248	192	1161	151	215	977	157	471	1450	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	1446	248	192	1161	151	215	977	157	471	1450	354
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.16	0.07	0.24	0.09	0.07	0.20	0.10	0.16	0.23	0.22
Crit Moves:	****				****			****		****		

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AM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

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:	0	0	0	0	0	0	0	0	0	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	2106	0	0	2060	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	2106	0	0	2060	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	2106	0	0	2060	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	2106	0	0	2060	58	15	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2106	0	0	2060	58	15	0	22	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:	83	2106	0	0	2060	58	15	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.00	0.00	0.43	0.04	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****				****			

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #1 Crenshaw Boulevard at 182nd Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.018
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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	2 0	1	1 0	2 1	0	1 0	1	1 0	1 1	0 1	0
Volume Module:												
Base Vol:	169	1225	1014	73	1091	182	179	420	87	567	747	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1225	1014	73	1091	182	179	420	87	567	747	273
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:	169	1225	1014	73	1091	182	179	420	87	567	747	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1225	1014	73	1091	182	179	420	87	567	747	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1225	1014	73	1091	182	179	420	87	567	747	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1225	1014	73	1091	182	179	420	87	567	747	273
OvlAdjVol:			484									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.57	0.43	1.00	1.66	0.34	1.07	1.41	0.52
Final Sat.:	1600	3200	1600	1600	4114	686	1600	2651	549	1712	2259	829
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.63	0.05	0.27	0.27	0.11	0.16	0.16	0.33	0.33	0.33
OvlAdjV/S:			0.30									
Crit Moves:		****		****				****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	881	0	30	0	0	0	0	785	730	225	722	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:	881	0	30	0	0	0	0	785	730	225	722	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:	881	0	30	0	0	0	0	785	730	225	722	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	881	0	30	0	0	0	0	785	730	225	722	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	881	0	30	0	0	0	0	785	730	225	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:	881	0	30	0	0	0	0	785	730	225	722	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.04	0.96	1.00	2.00	0.00
Final Sat.:	3095	0	105	0	0	0	0	1658	1542	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.28	0.00	0.00	0.00	0.00	0.47	0.47	0.14	0.23	0.00
Crit Moves:			****					****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #3 Crenshaw Boulevard at I-405 SB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.007
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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:	423	2264	0	0	1548	219	112	0	765	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:	423	2264	0	0	1548	219	112	0	765	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:	423	2264	0	0	1548	219	112	0	765	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	423	2264	0	0	1548	219	112	0	765	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	2264	0	0	1548	219	112	0	765	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:	423	2264	0	0	1548	219	112	0	765	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.63	0.37	0.26	0.00	1.74	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4205	595	409	0	2791	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.47	0.00	0.00	0.37	0.37	0.27	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****				****			

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #4 Prairie Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.204
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	0	0	0	0	0	0	0	0	0	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	1	1 0	3 0	1	2 0	1 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	87	1219	613	77	1250	194	219	893	135	563	1098	106
Growth Adj:	1.00	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	1219	613	77	1250	194	219	893	135	563	1098	106
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	1219	613	77	1250	194	219	893	135	563	1098	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1219	613	77	1250	194	219	893	135	563	1098	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1219	613	77	1250	194	219	893	135	563	1098	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1219	613	77	1250	194	219	893	135	563	1098	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	1.74	0.26	1.00	2.74	0.26
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	2780	420	1600	4377	423
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.38	0.05	0.26	0.12	0.08	0.32	0.32	0.35	0.25	0.25
Crit Moves:			****	****				****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #5 Crenshaw Boulevard at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	1.088
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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	1	1 0	3 0	1	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	157	1994	246	178	1611	289	331	971	95	252	1109	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:	157	1994	246	178	1611	289	331	971	95	252	1109	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:	157	1994	246	178	1611	289	331	971	95	252	1109	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1994	246	178	1611	289	331	971	95	252	1109	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1994	246	178	1611	289	331	971	95	252	1109	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1994	246	178	1611	289	331	971	95	252	1109	176
OvlAdjVol:			106			105						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.73	0.27	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4372	428	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.15	0.11	0.34	0.18	0.11	0.22	0.22	0.09	0.35	0.11
OvlAdjV/S:			0.07			0.07						
Crit Moves:		****		****			****				****	

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #6 Van Ness Avenue at 190th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 0	1	1 0	2 0	1	1 0	3 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	94	432	157	215	681	199	103	1335	152	190	1341	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	432	157	215	681	199	103	1335	152	190	1341	123
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	432	157	215	681	199	103	1335	152	190	1341	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	432	157	215	681	199	103	1335	152	190	1341	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	432	157	215	681	199	103	1335	152	190	1341	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	432	157	215	681	199	103	1335	152	190	1341	123
OvlAdjVol:						96						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	1.83	0.17
Final Sat.:	2880	3200	1600	1600	3200	1600	1600	4800	1600	1600	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.10	0.13	0.21	0.12	0.06	0.28	0.10	0.12	0.46	0.46
OvlAdjV/S:						0.06						
Crit Moves:		****			****			****			****	

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	170	1287	309	242	1417	373	486	517	199	328	890	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1287	309	242	1417	373	486	517	199	328	890	145
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:	170	1287	309	242	1417	373	486	517	199	328	890	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1287	309	242	1417	373	486	517	199	328	890	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1287	309	242	1417	373	486	517	199	328	890	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:	170	1287	309	242	1417	373	486	517	199	328	890	145
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.19	0.08	0.30	0.23	0.17	0.16	0.12	0.11	0.28	0.09
Crit Moves:	****				****		****				****	

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Maple Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	0	0	0	0	0	0	0	0	0	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	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	373	0	318	0	0	0	0	844	247	93	956	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:	373	0	318	0	0	0	0	844	247	93	956	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:	373	0	318	0	0	0	0	844	247	93	956	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	0	318	0	0	0	0	844	247	93	956	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	0	318	0	0	0	0	844	247	93	956	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:	373	0	318	0	0	0	0	844	247	93	956	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	2476	724	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.20	0.00	0.00	0.00	0.00	0.34	0.34	0.06	0.30	0.00
Crit Moves:	****							****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #9 Crenshaw Blvd at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	2 1	0	1 0	2 1	0	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	113	1973	190	80	1695	159	368	727	114	217	643	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	1973	190	80	1695	159	368	727	114	217	643	53
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:	113	1973	190	80	1695	159	368	727	114	217	643	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1973	190	80	1695	159	368	727	114	217	643	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1973	190	80	1695	159	368	727	114	217	643	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	1973	190	80	1695	159	368	727	114	217	643	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.74	0.26	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4378	422	1600	4388	412	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.45	0.05	0.39	0.39	0.13	0.23	0.07	0.14	0.20	0.03
Crit Moves:		****		****				****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #10 Van Ness Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	1 1	0	2 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	134	692	121	79	585	306	281	606	109	85	468	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	692	121	79	585	306	281	606	109	85	468	57
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:	134	692	121	79	585	306	281	606	109	85	468	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	692	121	79	585	306	281	606	109	85	468	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	692	121	79	585	306	281	606	109	85	468	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	692	121	79	585	306	281	606	109	85	468	57
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
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.:	1600	2724	476	1600	2101	1099	2880	1600	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.05	0.28	0.28	0.10	0.38	0.07	0.05	0.15	0.04
Crit Moves:	****				****			****		****		

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PM Cumulative With Project (2015)
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Linscott, Law & Greenspan, Engineers

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

Intersection #11 Western Avenue at Del Amo Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	E

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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	2 1	0	1 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	90	1189	14	45	1637	415	686	143	208	13	61	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1189	14	45	1637	415	686	143	208	13	61	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1189	14	45	1637	415	686	143	208	13	61	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1189	14	45	1637	415	686	143	208	13	61	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1189	14	45	1637	415	686	143	208	13	61	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:	90	1189	14	45	1637	415	686	143	208	13	61	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.39	0.61	1.66	0.34	1.00	0.13	0.61	0.26
Final Sat.:	1600	3163	37	1600	3829	971	2648	552	1600	208	976	416
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.03	0.43	0.43	0.26	0.26	0.13	0.06	0.06	0.06
Crit Moves:	****				****		****				****	

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PM Cumulative With Project (2015)
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Linscott, Law & Greenspan, Engineers

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

Intersection #12 Crenshaw Boulevard at 208th Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	0	0	0	0	0	0	0	0	0	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	2 1	0	1 0	2 1	0	0 0	1! 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	32	2110	51	56	1990	16	8	0	40	145	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	2110	51	56	1990	16	8	0	40	145	0	180
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	2110	51	56	1990	16	8	0	40	145	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	2110	51	56	1990	16	8	0	40	145	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	2110	51	56	1990	16	8	0	40	145	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	2110	51	56	1990	16	8	0	40	145	0	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.93	0.07	1.00	2.98	0.02	0.17	0.00	0.83	2.00	0.00	1.00
Final Sat.:	1600	4687	113	1600	4762	38	267	0	1333	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.04	0.42	0.42	0.03	0.00	0.03	0.05	0.00	0.11
Crit Moves:		****		****					****			****

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PM Cumulative With Project (2015)
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Linscott, Law & Greenspan, Engineers

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

Intersection #13 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	146	1033	135	160	1313	265	293	810	229	317	777	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	1033	135	160	1313	265	293	810	229	317	777	143
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:	146	1033	135	160	1313	265	293	810	229	317	777	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1033	135	160	1313	265	293	810	229	317	777	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1033	135	160	1313	265	293	810	229	317	777	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:	146	1033	135	160	1313	265	293	810	229	317	777	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.65	0.35	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.53	0.47
Final Sat.:	2880	4245	555	2880	4800	1600	2880	3200	1600	2880	4054	746
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.06	0.27	0.17	0.10	0.25	0.14	0.11	0.19	0.19
Crit Moves:	****				****			****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #14 Crenshaw Blvd at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
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:	0	0	0	0	0	0	0	0	0	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:	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	158	1491	218	273	1533	198	157	856	100	210	803	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1491	218	273	1533	198	157	856	100	210	803	168
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:	158	1491	218	273	1533	198	157	856	100	210	803	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1491	218	273	1533	198	157	856	100	210	803	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1491	218	273	1533	198	157	856	100	210	803	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:	158	1491	218	273	1533	198	157	856	100	210	803	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	2.62	0.38	2.00	2.66	0.34	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	4188	612	2880	4251	549	2880	3200	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.36	0.09	0.36	0.36	0.05	0.27	0.06	0.07	0.17	0.11
Crit Moves:		****		****				****		****		

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PM Cumulative With Project (2015)
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Western Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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:	0	0	0	0	0	0	0	0	0	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	1 1	0	1 0	3 0	1	1 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	88	869	144	173	1340	313	179	1193	182	142	897	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	869	144	173	1340	313	179	1193	182	142	897	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	869	144	173	1340	313	179	1193	182	142	897	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	869	144	173	1340	313	179	1193	182	142	897	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	869	144	173	1340	313	179	1193	182	142	897	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	869	144	173	1340	313	179	1193	182	142	897	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	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.:	1600	2745	455	1600	4800	1600	1600	4165	635	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.32	0.11	0.28	0.20	0.11	0.29	0.29	0.09	0.19	0.05
Crit Moves:		****		****				****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Crenshaw Blvd at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	0	0	0	0	0	0	0	0	0	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:	2 0	3 0	1	2 0	2 1	0	2 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	144	1451	232	270	1534	142	181	1098	64	333	988	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:	144	1451	232	270	1534	142	181	1098	64	333	988	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:	144	1451	232	270	1534	142	181	1098	64	333	988	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1451	232	270	1534	142	181	1098	64	333	988	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1451	232	270	1534	142	181	1098	64	333	988	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1451	232	270	1534	142	181	1098	64	333	988	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	2.83	0.17	2.00	2.00	1.00
Final Sat.:	2880	4800	1600	2880	4393	407	2880	4536	264	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.15	0.09	0.35	0.35	0.06	0.24	0.24	0.12	0.31	0.09
Crit Moves:	****				****		****				****	

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #17 Crenshaw Blvd at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.044
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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:	0	0	0	0	0	0	0	0	0	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:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	4 0	1
Volume Module:												
Base Vol:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
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:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	1413	606	402	1444	267	217	1257	252	471	1223	212
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2880	6400	1600	2880	4800	1600	2880	4800	1600	2880	6400	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.38	0.14	0.30	0.17	0.08	0.26	0.16	0.16	0.19	0.13
Crit Moves:			****	****				****		****		

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PM Cumulative With Project (2015)
Torrance Transit Center, Torrance
Linscott, Law & Greenspan, Engineers

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

Intersection #18 Crenshaw Boulevard at Project Driveway

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

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:	0	0	0	0	0	0	0	0	0	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	1957	0	0	2077	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	1957	0	0	2077	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	1957	0	0	2077	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1957	0	0	2077	16	48	0	69	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1957	0	0	2077	16	48	0	69	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:	23	1957	0	0	2077	16	48	0	69	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4800	1600	1600	0	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.00	0.00	0.43	0.01	0.03	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****				****			

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APPENDIX E-III

YEAR 2015 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS (ICU METHODOLOGY)

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